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KUEHLMANN ONLY PROLONGING FIGHT STATES LL. GEORGE

Britain Will Stand By Ally Till Alsace-Lorraine Has Been Redeemed

STUDIOUS EVASION

Concrete Cases Of Primary Importance Ignored By Berlin, Says Asquith

CAN'T BE STARVED

Material and Moral Preponderance Increasingly On Allies' Side

(Reuter's Agency War Service)

London, October 11.—Mr. Lloyd George, addressing a deputation from insurance and friendly societies, today, said that no statement was more calculated to prolong this terrible war than the utterance made by Baron von Kuehlmann, in the Reichstag, with regard to no concessions in connection with Alsace-Lorraine.

"However long the war lasts, we intend to stand by our gallant ally, France, until she redeems her oppressed children from the degradation of a foreign yoke. This means that we must husband our resources and incur no obligations beyond the strictest necessities of the hour."

Plain Questions Evaded

At the war aims meeting in Liverpool Mr. Asquith continued:—"Plain questions have been asked which have been studiously evaded. Concrete cases of primary importance and perfect simplicity have been put, but have not been answered. We are asked to lay down our arms without any other safeguard and satisfaction than that we will be offering a unique exhibition of the virtues of faith, hope and charity.

"Our governing objects are the attainment of a real peace and the effective prevention of future war. None of our demands for territorial re-adjustments involved aggressive annexation—not even the restoration to France of Alsace-Lorraine."

In reply to the last speech made by Baron von Kuehlmann, who said that Germany will never make the concession of Alsace-Lorraine, because it must safeguard its glorious inheritance. Mr. Asquith remarked that that glorious inheritance was territory, French in sympathy, filched from France against the protests of the greatest German statesmen and without regard to the wishes of its inhabitants, to be held as a symbol of the humiliation of France. This act of crude short-sighted spoliation was the root source of the present war.

Clumsy Diplomacy

German diplomacy was not celebrated for deftness, but its annals contain no clumsier or more transparent maneuver than the maladroit attempt to sow discord between the British and French with regard to Alsace-Lorraine.

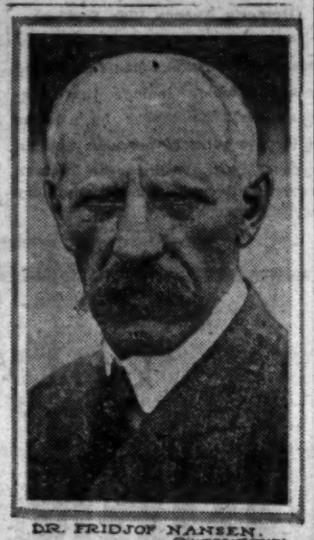
Baron von Kuehlmann's continued silence on the plain questions put to him concerning the future of Belgium were significant. There was nothing in the Allies' proposed changes in the map to offend the German peoples.

It had never been part of their policy to annihilate or mutilate Germany. Prussian militarism was their real enemy—hence, the worst that could happen would be a patched-up peace, merely giving breathing space for another struggle.

"Recently, I walked in Delville Wood, perhaps the most tragic spot of the Somme battlefield. Another day, along what were the streets of ancient Ypres. It is impossible to conceive more terrible object-lessons

(Continued on Page 2)

Dr. Nansen To Plead In U. S. For Norway



DR. FRIDJOF NANSEN.

Dr. Fridjof Nansen, the Arctic explorer, who has just arrived in the United States. He is head of a Norwegian Commission to seek to induce the United States Government so to relax the new export regulations that foodstuffs and other commodities needed in Norway may be shipped to that country.

Cutting Of Holland Cables Has Effect Upon Business Men

Likely To Urge Government To Give In To Britain; 'Anything To Shorten War'

(Reuter's Agency War Service)

London, October 12.—The Dutch newspapers appear to accept fairly philosophcially the stoppage of commercial telegrams, which is a new form of pressure to be exercised by the Allies. This stoppage applies to all commercial cables between the Allied countries and Holland. Dutch businessmen are much perturbed and are likely to urge the Netherlands Government to comply with the demands made by Great Britain.

Now that the whole world is becoming increasingly concerned in the war, directly or indirectly, the Allies are no longer hesitating to adopt stringent measures in furtherance of their policy of shortening the war by hurting the enemy to the utmost, utilising for themselves all reasonable methods, even though neutrals are temporarily inconvenienced. The extreme tightness of the blockade, the commandeering of foreign ships and the stopping of telegrams and bunkering facilities are symptoms of this policy.

ACT NOW IF YOU WANT NEW LIBERTY BONDS

Subscriptions Must Be In Hands Of The Bankers By October 25

The American Liberty Loan Committee of China issues today a formal appeal to all Americans and Allied subjects, if they wish to subscribe to the new issue of Liberty Bonds.

It is the way Americans in China—and practically the only way—can do their part in helping the nation win the war. For the money that the United States needs in carrying on the war it can get only by the sale of these bonds.

But those who wish to subscribe will have to act quickly. The issue must be fully subscribed by November 1. Owing to the delay in cables that means China subscriptions must be in the hands of the International Banking Corporation by October 25.

There are financial as well as economic arguments for investing in the Liberty Loan. In the first place, the bonds carry 4 per cent interest, which when the exchange adjusts itself will mean 6 or 7 per cent. In the second place, subscribers can pay for their bonds on the instalment plan. Only 20 per cent need be paid in cash. The remainder can be paid within six months to the bank in instalments, at 4 per cent interest.

Haig Resumes His Attack Over Front Of Six Miles With Satisfactory Progress

Again Surprises Germans By Stroke In Appalling Weather; Storm Closes Operations Prematurely

(Reuter's Agency War Service)

London, October 12.—Field Marshal Sir Douglas Haig reported yesterday evening:—An improvement in the weather and good visibility favored the work of our artillery and there was much effective counter-battery work on the battle-front, besides bombardments of the enemy's positions and a harassing fire against their communications and back areas. The hostile artillery has been less active.

A further 77 prisoners have been brought in. There has been no infantry action.

On Wednesday, our aeroplanes bombed a German big gun position. Three enemy machines were brought down and two driven down. Four of ours are missing.

Sir Douglas Haig reported today: We attacked, at 5.25 this morning, on a front of six miles, north-east of Ypres and are progressing satisfactorily. Heavy rain fell during the night.

Make Progress Everywhere

Sir Douglas Haig reported this evening: Notwithstanding heavy rain during the night, the troops formed up for this morning's attack and made progress along the entire front from the Ypres to Roulers railway to our junction with the French on the southern edge of Houthulst Forest. Throughout this front, we captured many defended localities, fortified farms and woods and concreted strong points with a number of prisoners.

The fighting was especially severe on the slope of the main ridge westward of Passchendaele and on the main ridge itself southward of Passchendaele.

Heavy rain again commenced to fall this morning and continued with increasing violence the whole day long, impeding our progress. Consequently, it was decided to make no further effort to reach our final objectives.

Approximately, we have taken 500 prisoners.

Out To Conquer All Ridge

Reuter's correspondent at British headquarters reports: The British, Australian and New Zealand troops today resumed the process of pushing the Germans off what remains of their foothold upon the great ridge system east of Ypres. The French, on our left, did not move today, but their artillery are pounding the enemy vigorously.

The weather has now improved and this afternoon there is a crisp breeze and a blue sky, but, when our troops went forward, the conditions were miserable. Although the ground was heavy, it was better than during the last attack.

The Germans were again caught unexpectedly. They could hardly have anticipated that we should strike again so soon, nor in such weather, but Sir Douglas Haig, whom I saw yesterday, looking particularly well and wearing an air of complete satisfaction, fully realises the value of time when the enemy are still staggering under the shock of our previous blows.

Interesting Possibilities

The scheme of today's battle seems to be fraught with very interesting possibilities. More than this, I must not say.

We have driven the Germans practically out of the whole depth of their defensive front, over a width of several thousand yards. The result is the Germans must now oppose us more than on any previous occasion since the first battle of Ypres, with flesh and blood, instead of dugouts, deep trenches and concreted redoubts.

They are now shovelling and running up wire with feverish haste in their rear, but our dominant ridge enables us to see all this and shell the workers, with very disturbing effects. A pill-box takes a month to construct and cannot be built in wet or frosty weather.

Our barrage was more terrific than ever and crawled ahead of our lads this morning, searching with incandescent corruscations every yard traversed. The response of the enemy's artillery was somewhat ragged.

German Ammunition Failing

It is always dangerous to draw general conclusions from local symptoms, but many reports are current to the effect that the Germans are getting short of big gun ammunition. Certainly, their army orders invariably admonish the troops, in heavy type, to husband this as much as possible.

Recently, the enemy have been firing at us our own shells captured

(Continued on Page 2)

Smuggled Tungsten On Swedish Vessel

200 Pounds Concealed On Liner; New York Authorities Arrest Three Men

(Reuter's Agency War Service)

New York, October 11.—A plot to export tungsten on board a Scandinavian liner has been frustrated by the arrest of a steward and two Swedes who live in New York. Two hundred pounds of tungsten was found concealed on board the liner.

SUNDAY SERVICE LEAGUE

The Sunday Service League will have the first service of the Fall this afternoon at 5 o'clock at the Martyrs' Memorial Hall, Y. M. C. A., 120 Szechuen Road. Mr. W. M. Campbell of the American Presbyterian Mission, Hainan, will address the League. Mr. Francis Gill will give a vocal solo, while a special chorus will be provided by the Sunday Service League Choir.

National Party Busy In English Election

(Reuter's Agency War Service)

London, October 12.—The National Party is contesting the bye-election at East Islington.

The Weather

Fine wather. The maximum temperature recorded yesterday was 72.6 and the minimum 54.2, the figures for the corresponding day last year being respectively 78.5 and 56.2.

Liebenfels Sailors Get Term In Prison

Sentence Three To Two Years And $1,000 Fine For Plot To Scuttle Ship

(Reuter's Agency War Service)

Charlestown, South Carolina, Oct. 11.—Three of the crew of the German steamer Liebenfels, which was sunk at her anchorage last January, have been sentenced to two years' imprisonment and a fine of Gold $1,000, for conspiracy to sink the ship.

CALL KENSEIKAI MEN TO CHINA DISCUSSION

Minister Chang In Tokio Invites Them To Informal Conference

Reuter's Pacific Service to The China Press

Tokio, October 13.—Mr. Chang, the Chinese Minister, has invited the President, directors and other leaders of the Kenseikai Party, on the evening of the 17th, to hold an informal discussion on various questions connected with China at the present time.

BOMB SPARAPPELHOEK

(Reuter's Agency War Service)

London, October 12.—The Admiralty has issued the following communique: Despite the weather, our naval aircraft yesterday dropped many bombs on Sparappelhoek aerodrome. All of them returned.

Soldiering Is Not So Awful

This is the first picture to reach here of the New York troops in camp at Spartanburg, S. C. It shows that some unusual features will enter into the life of the soldier boys. Members of Company D, of the Twenty-second Engineers, who are putting Camp Wadsworth in shape for the large contingent soon to arrive, are enjoying ripe, juicy South Carolina watermelons daily. Plans are being made for a watermelon fete upon the arrival of the main body of New Yorkers. In the photograph Miss Ossie Potter and Miss Emma Little, pretty Spartanburg girls, brought the watermelons grown on their farms to the camp at the fair grounds.

Enormous Loss Is Caused When Fire Guts Oriental Cotton Spinning Co's. Mill

One of Shanghai's biggest fires is raging as we go to press. At shortly before 2 a.m. today, flames broke out in the cotton and yarn godown of the Oriental Cotton Spinning Co., Ltd., at 33 Yangtszepoo Road. With terrific speed, the blaze spread through the entire length of the building, which faces north on Yangtszepoo Road and runs back for a distance of nearly 500 feet to the river.

The fore half of the structure was filled with baled raw cotton and the after half with spun yarn and in a few minutes the whole was a mass of flame, throwing a glare that brought thousands of people to the scene.

A north-east wind carried the sparks to the yards of the China Paper Mill at 32 Yangtszepoo Road and started fires among the mill stock.

On either side of the affected area are the South Manchurian Railway Company's wharf and the property of the New Engineering and Shipbuilding Company. The Fire Brigade, called out on a general alarm, were fighting desperately to prevent further spread of the flames to these valuable properties.

Working from the mill windows, just a few feet east of the blazing structure, from the street and from the paper mill-yard, the firemen poured their streams into the flaming mass and fought gallantly and with splendid results to keep the fire confined to the godown and its immediate south-west surroundings. It was a hopeless task, considering the headway it had gained and the extent, to check the blaze in the godown itself.

Many thousands of Taels damage was estimated for the fire as it was at its height. No definite cause had been ascribed to the outbreak at that time, but it was thought that it must have been the result of spontaneous combustion.

The baled cotton was expanding and the walls of the building threatening to crash outward at 4 a.m., when the fire was still raging furiously, without any signs of abatement save in the upper stories of the two large buildings whose roofs had fallen in.

Police officers who responded to the earliest alarm had a first concern for the operatives working on the night shift and, seeing that only a miracle could prevent the whole mill being involved, endeavored to get the people out as quickly as possible. In this they had a very hard job, for, with Oriental fatalism, the workers stuck to their tasks and practically the whole mill was a blazing furnace before they fled.

431,180 MEN TRAINING IN U.S. NATIONAL ARMY

Clothing And Equipment Ready For The Troops As Soon As Required

(Reuter's Agency War Service)

Washington, October 12.—Secretary of War Baker has stated that the number of men in the new National Army actually in training or under orders aggregates 431,180. Clothing, etc., for the men is ready as required.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. H'saki M. Oct. 15
Per N.Y.K. s.s. Hakuai M. Oct. 16
Per N.Y.K. s.s. Kumano M. Oct. 18
Per N.Y.K. s.s. Omi Maru Oct. 19
Per N.Y.K. s.s. Y'shiro M. Oct. 22

For U.S., Canada and Europe:—
Per T.K.K. s.s. Siberia M. Oct. 18
Per T.K.K. s.s. Tenyo Maru Oct. 29

For Europe:—
Per N.Y.K. s.s. S'zuoka M. Oct. 19
Per N.Y.K. s.s. Hirano M. Oct. 28

Alliance Of Tanners Controls U.S. Trade

Suggestion Of Government To Prevent Hides Reaching Enemy Destinations

(Reuter's Agency War Service)

New York, October 11.—A tanners' alliance has been formed at the suggestion of the Government to control the export of hides and skins, in order to prevent them from reaching enemy destinations.

VON LUXBURG ARRESTED WHEN ESSAYING ESCAPE

Tried To Flee To Interior; Is Taken Back To Capital; Insults Authorities

(Reuter's Agency War Service)

Buenos Aires, October 11.—Count von Luxburg, the German Minister, who was awaiting an opportunity to depart, evaded surveillance and attempted to flee into the interior. He was arrested and his luggage seized. Count von Luxburg protested and insulted the authorities, but was taken back to Buenos Aires.

CAPELLE'S SPEECH WAS CONTRARY TO CHANCELLOR'S WISH

Clash Of Officials On Disclosures Serves To Aggravate Crisis

MICHAELIS TO GO

Learns Inspired Correspondent; Kuehlmann or Bulow For Office

U-BOAT MUTINIES

Sailors Refuse Service and Are Shot; Earlier Than Warship Outbreak

(Reuter's Agency War Service)

Amsterdam, Oct. 12.—The Cologne Gazette announces that a crisis has arisen owing to the speech made in the Reichstag by Admiral von Capelle concerning the mutiny at Wilhelmshaven, which did not accord with the nature of the statement the Chancellor desired to be made.

The Vorwaerts declares that Dr. Michaelis, after the most recent scenes in the Reichstag, has finally become impossible as a Chancellor.

The inspired Berlin correspondent of the Cologne Volkszeitung expects the early retirement of Dr. Michaelis and that either Baron von Kuehlmann or Baron von Bulow will succeed him.

The Reichstag has adjourned to December 5. The President, in a speech concluding the session, exhorted the people not to lose their nerve.

Hindenburg's Boast

Marshal von Hindenburg, replying to the German National Chamber of Commerce, said: "Britain's envy has closed the door of international commerce. She shall feel the sharpness of our sword, until she perishes."

Admiral von Scheer, replying to a message from the Stendal Peace Committee, said: "Your confidence inspires our U-boat men. We will ensure that the British shall never again dare to pick a quarrel."

Count von Hertling, Prime Minister of Bavaria, speaking in the Bavarian Diet, said: "The British are hard-hearted and calculating business men, but they also are beginning to doubt whether war is a paying business."

U-Boat Mutinies

London, October 12.—Reuter's Agency is informed that it is learned from reliable sources that there is a strong and growing disinclination on the part of German seamen to serve on U-boats and several German sailors were recently shot for refusing service in submarines. It is worthy of note that the shooting of these men was quite apart from the mutiny at Wilhelmshaven and occurred prior to that incident.

SEEK RAW MATERIALS FOR BRITISH INDUSTRY

Name Government Committee To Restore And Develop Business After War

(Reuter's Agency War Service)

London, October 12.—The Press Bureau states that Dr. Christopher Addison, Minister of Reconstruction, has appointed a committee to report on questions connected with securing and distributing the raw materials required by British industries for the purpose of restoring and developing trade after the war.

Democrats Reject Russian Ministers

(Reuter's Agency War Service)

Petrograd, October 12.—The Social Democrats have requested M. Nikitin, the Minister of the Interior, to resign from the Party and it is anticipated that a similar request will be made to M. Protopovitch, the Minister of Supplies.

Smiles from the Mixed Court

Sung Fok-ching, a well-to-do merchant, sat within his courtyard, his hands folded across a portly middle, at peace with all the world. Why not? He was well, he was prosperous, he was happy.

As he was thus complacently meditating, there came the familiar hi-ho, ho-hi, hi-ho, ho-hi. Looking without, Sung saw approaching two coolies and slung on a pole between them a long and sinister-looking object. As they drew nearer, Sung perceived that it was a coffin.

"Another ancestor," he murmured to himself, and remembered a few appropriate words from Confucius. And as he meditated on the passing of the generations, the handing on of the torch of life, the hi-hoing drew nearer and nearer, and when very near suddenly stopped. Sung went to his gate and saw two coolies mopping their brows—and a coffin, evidently filled, dropped right in front of his door.

The frenzied colloquy between Sung and the coolies had not proceeded very far when two smooth, well-dressed gentlemen approached, bowed low and spoke. Simmered down to the gist of all the Oriental circumlocution, their point was this:

Yes, they had ordered the coffin to be left there and yes, there was a corpse in it. The fact of the matter was they needed a little money, they heard Mr. Sung had some money, and well—there was the body. To be exact, the coffin and the body would be removed when they got just $1,600. And not till then. If not, well, they were very sorry, but——

Mr. Sung, however, has some knowledge of the world. He went to his office and he used the telephone. And in the Mixed Court he told the story.

The two accused are Dzang Tse-sung and Dzung Ah-wo. But it seems there have been some outside complications and both sides have agreed to settle it in a civil action. The case against the two men was therefore dismissed.

How He Could Play Poker!

Dzung Yen-kwen was accused of stealing ten yards of cotton cloth. He had been found in possession of it outside the shop of Woo Dzung-sz. Woo testified that Dzung had come into his shop, stolen the cloth and run out. A policeman testified to finding the cloth on Dzung.

But Dzung—he was, of course, innocent. He had never been in the shop at all. He was only in the alley and the cloth, well, it was there, too. That was how the two were together. And he said it just that way and with the blandest of expressions on his face.

Two months.

Here's Our Old Friend Lieu Again

"Ho, hum, and what is it this time?" said the sergeant as Lieu Ah-san was brought in again. After they had shaken hands all around and the policemen had commented on the fact that they hadn't seen Lieu for a long time—he hadn't been arrested for nearly six weeks—they booked him.

For it was Lieu's twenty-first visit. Twenty times before he has been arrested and twenty times before convicted. They've got now so they miss him if he doesn't turn up.

Lieu is a mafoo. The things he does are too numerous to relate. This time he drove out of a long line of carriages on the wrong side and started galloping ahead of them, to the great danger of all. He got $15 fine or 15 days in jail. He merely smiled. He's used to it.

Haig Resumes His Attack

(Continued from Page 1)

from the Russians. The fact that they are bringing these so far, in view of their great transport difficulties, is significant.

It was reported at 7.40 this morning that our troops had gained their first objectives. Machine-gun fire appears to be their chief trouble, indicating that a large proportion of the German artillery has been withdrawn well to the rear.

Our airmen have been up in great strength and doing splendidly, especially in directing our artillery fire on large bodies of marching troops. Some tanks have been seen, but no reports concerning their doings are available.

Bitter Fighting

Reuter's correspondent wired this evening: The battle which commenced this morning has developed into bitter fighting. The news at present is incomplete, but the attack seems to have progressed best on the two flanks.

Our troops are reported to be fighting east of Poelcapelle and I believe we have obtained possession of the brewery where we encountered such strong resistance recently, while, by mid-day, we had captured Crest Farm, on the left of the Passchendaele road.

Our troops are now benefitting from the immense amount of concrete works constructed by the enemy during the past three years. They find that the deep shelters burrowed into the side of the Ridge make excellent shell-proof resting-places.

A later message from Reuter's correspondent says: "Owing to the wet weather, I understand our operations have temporarily come to a standstill."

German Accounts

(By wireless).—A German official communique reports: Between the Lys and the Ypres to Menin road, the artillery firing increased suddenly to drum-fire this morning. New enemy attacks then commenced on wide sectors. There have been very intense artillery actions north-eastward of Soissons, eastward of the Meuse, in the Monastir basin and Cerna bend.

Later.—The battle is still in full swing on the Langemarcke to Zonnebeke front and fighting continues at some places where the British have penetrated our lines, northward of Poelcapelle and south-westward of Passchendaele.

Organising Gains

Paris, October 12.—The official communique issued this afternoon reported: The night has been marked by great mutual artillery activity and a series of German attempts on various parts of the front, including west of Cerny, west of Maisons-de-Champagne and in the regions of Souain and Auberive, all of which failed. The artillery duel continued during the night in the region of Bezonvaux, on the right of the Meuse.

The communique this evening reported: Artillery has been very active in the sector of Laffaux Mill and in the region of Craonne. The enemy raids at Souain and Auberive mentioned in this afternoon's communique were carried out with strong effectives and preceded by a bombardment lasting for thirty-six hours.

Beat Storm Troops

The attacks were delivered by sturm-truppen and pioneer detachments 140 strong. Lively engagements resulted which ended decidedly in our favor. We took 110 prisoners. The enemy's losses were particularly heavy.

On Wednesday, despite the tremendous difficulties caused by the state of the ground and the fact that heavy rain was still falling, the Allied troops organised their new positions, while the guns on both sides kept up a terrific fire. Desperate counter-attacks made by the Germans were repulsed.

Military critics comment at length upon the significance of the brilliant victory won on Tuesday, emphasising the constantly growing menace to the German occupation of the Belgian coast. Each advance made on the Flanders front loosens the enemy's hold on that coast, with all its important submarine bases and, in this respect, the writers say that the results gained by Tuesday's victory were of tremendous importance.

Favorite Russian Artists To Be Heard Here Again

At the Lyceum Theater next Saturday evening and on the following Wednesday, music lovers of Shanghai will again be privileged to hear the favorite Russian artists, A. Mirovitch, (piano) and M. Piastro (violin), who it will be recalled were most enthusiastically received here in the autumn of 1915. Booking for the two performances is now in progress at Moutrie's.

The artists after leaving Shanghai visited Hongkong where they met with phenomenal success; in Bangkok the third concert was arranged by the Russian Ambassador in honor of the King of Siam who presented them with gold medals. They have also been in Singapore, Dutch Indies—the latter place they visited twice—where they gave 80 concerts after which they left for Australia where they had the greatest success of all. In Melbourne, they gave eleven performances and then left for New Zealand and British India, to which place they will return, by special request, after the concerts in Shanghai.

Haig Gives A Boost To 'Our Day' Effort

Pays Tribute To Splendid Red Cross Work; Hopes It Will Not Be Curtailed

(Reuter's Agency War Service)

London, October 12.—Sir Douglas Haig has written to the chairmen of the Red Cross and St. John Societies, in connection with "Our Day" appeal on the 18th, expressing gratitude for their admirable work with the expeditionary force. "Whether transporting wounded, or supplying a host of comforts to the men in hospital, their work has been performed zealously, devotedly and efficiently and the aid they have rendered to the Royal Army Medical Corps has been beyond all praise." Sir Douglas hopes that there is no risk of their splendid work being curtailed through lack of funds.

RUSSIANS REGAIN LOST POSITIONS NEAR PSKOV

Advanced Posts Retire Under Weight Of Germans' Artillery Fire

(Reuter's Agency War Service)

Petrograd, October 12.—A Russian official communique states:—We made a counter-attack and restored our positions southward of the Pskov highroad. The enemy's artillery forced back our advanced posts northward of the road. The enemy took several trenches in the Buczacz region, but our counter-attack re-captured them. We drove the Turks from a height southward of Urmia.

KAISER AT SOFIA

(Reuter's Agency War Service)

Amsterdam, October 12.—The Kaiser has arrived at Sofia, accompanied by Baron von Kuehlmann. He was received by the King of Bulgaria and drove through the streets, which were decorated in his honor.

Children's Refuge Needs More Money

Additional Appeal Sent Out For Contributions To Help Meet Year's Expenses

The Committee of the Children's Refuge has been forced by the straitened conditions of its funds to make a further appeal. There are still needed several hundred dollars to meet this year's expenses and the Committee hopes that the generous sympathy and help which this good work has had in the past may not be withheld during this season of increased high rates of living, etc., which renders the task of making both ends meet far more difficult than in former years.

The public is reminded that visitors are welcome to the Refuge on Fridays, also that gifts of old clothes, men's or ladies', are always acceptable, as well as old cretonnes and crepe covers, which are used to make the pretty washable rugs sold at the Refuge.

Coalition Ministry For Canada Assured

(Reuter's Agency War Service)

Ottawa, October 12.—Sir Robert Borden authorises the statement that the formation of a Coalition Government is assured. It is expected that it will consist of Liberals and Conservatives in equal numbers.

Germany To Export Potatoes To Denmark

(Reuter's Agency War Service)

Copenhagen, October 11.—The Minister of Foreign Affairs has announced that an agreement has been reached whereby very considerable quantities of potatoes will be imported from Germany.

NEW ENGLISH JUDGES

(Reuter's Agency War Service)

London, October 11.—Mr. A. C. Salter, K.C., Unionist M.P. for Basingstoke and Mr. A. A. Roche, K.C., have been appointed Justices of the King's Bench. Sir Edward Ridley, a Judge of the King's Bench, has resigned.

TSAR IN MONASTERY

(Reuter's Agency War Service)

Petrograd, October 11.—The ex-Tsar and his family have been transferred to a monastery in the vicinity of Tobolsk, as the ex-Tsar complained of the curiosity of the crowds, who day and night surrounded his house in Tobolsk, which was without a garden.

French Sentence Six Pacifists To Prison

(Reuter's Agency War Service)

Paris, October 11.—Six persons have received sentences varying from four months' to two years' imprisonment, for distributing a pacifist pamphlet.

COSSACKS' DEMANDS

(Reuter's Agency War Service)

Petrograd, October 11.—A conference of Cossacks has formulated demands which include that Cossacks shall no longer be used as police for political purposes and an increase in the number of Cossack representatives in the preliminary Parliament.

Kuehlmann Only Prolonging Fight

(Continued from Page 1)

of the meaning of modern warfare.

No Reason to Lose Heart

"Yet, with that pitiless desolation fresh in my mind, I would rather see the war continued than brought to an end by an inconclusive compromise. If it is to be a contest of endurance, we have no reason to lose heart. There is not the faintest danger of our being starved into submission, while in the air we shall soon master aeroplane raids as we have mastered the Zeppelin.

"Taking the Allies as a whole, without forgetting America, survey their relative powers of endurance, make every allowance for untoward contingencies and there is no doubt that the material and moral preponderance rests increasingly with our cause."

Good Mixers!

JOHN HAIG

AND

TANSAN

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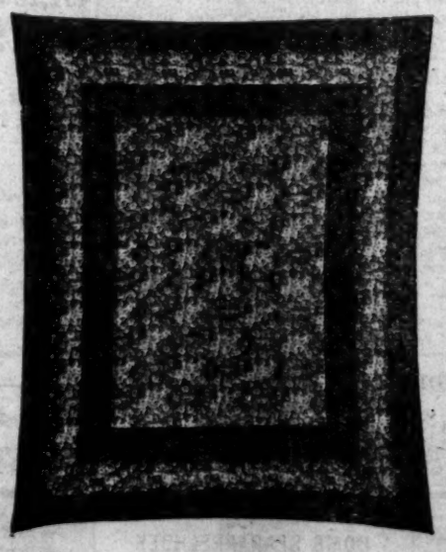

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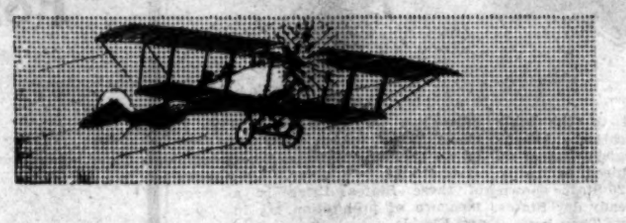
Art Smith's Flying

GRAND AVIATION MEETING

TODAY

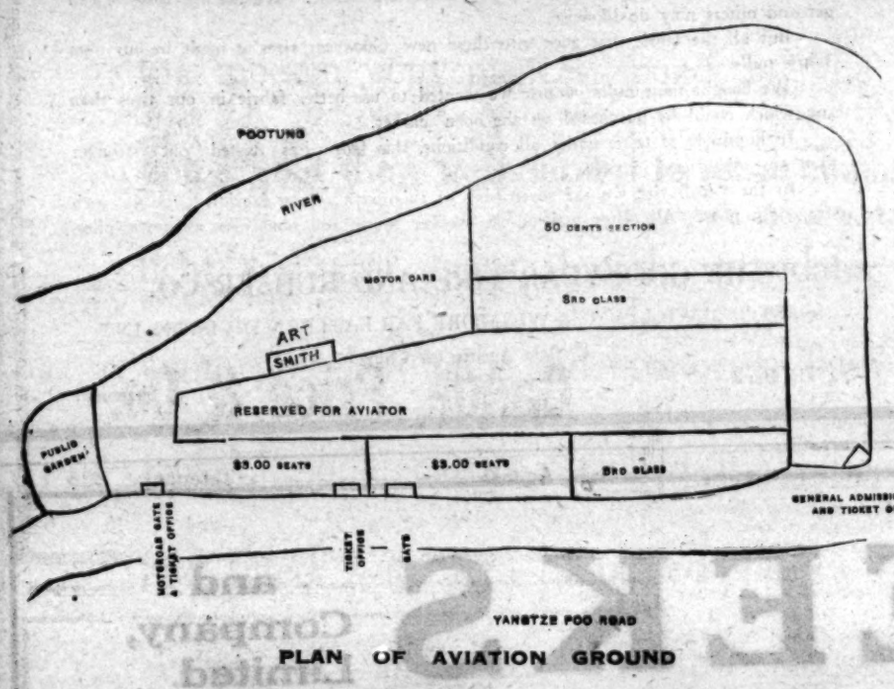
at 3 and 4 p.m.



TOMORROW

at 4.30 and 5.30 p.m.

AVIATION GROUND Point and between the Electric Power Station YANGTSZEPOO ROAD.



PLAN OF AVIATION GROUND

General admission		$0.50
Grand Stand:	First Class	3.00
	Third Class	1.00
Motor Cars and Carriages each person		2.00

(no charge for native chauffeurs)

AMPLE ROOM

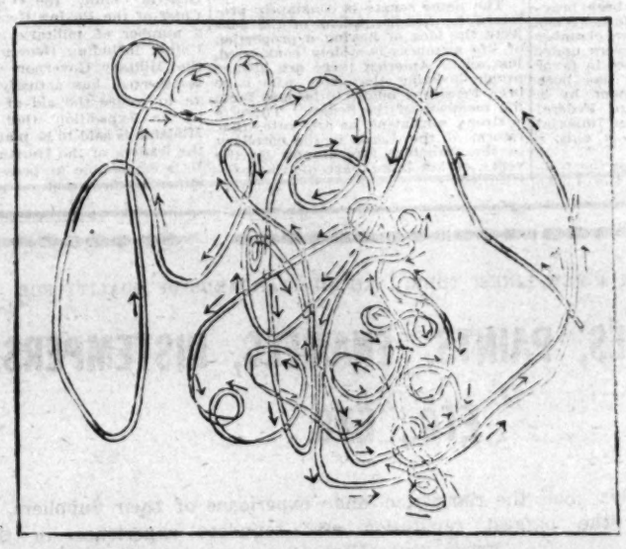
is provided as a park for motor cars and carriages inside the enclosure. Occupants can remain in their cars and have a perfect view of the flying.

10 % of the Proceeds of Today's Performance will be Given to ALLIED WAR ORPHAN FUNDS

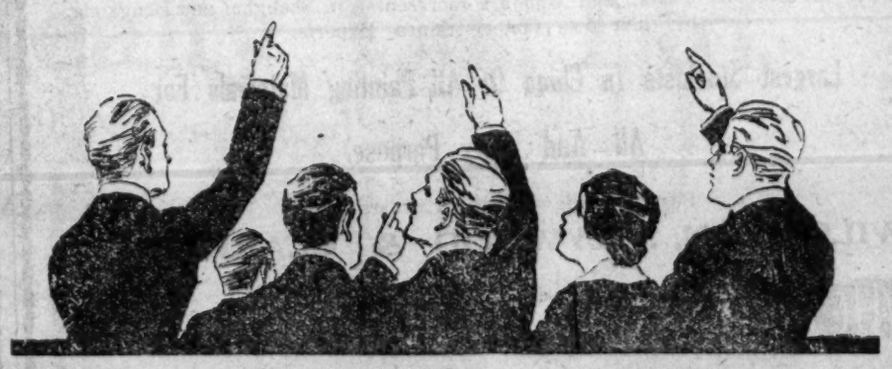
COME AND SEE——

Corkscrew Climb — Swan and Swallow Dive
Spiral Glide — Wing Over Wing
Jack Knife — Looping the Loop
Aerial Insanity — Scrambled Air
Dippy Twist, Etc.

No such feats have ever been attempted before a Shanghai public.



A THRILL OF THRILLERS!



IMPORTANT NOTICE

On account of the large crowd expected today in the Yangtszepoo district, the police will not allow any people to stay on the road outside the aviation ground. A ticket office will be found at the lowest point of the aviation ground for those who wish to witness the flight from the Point Garden.

Tickets obtainable at Robinson Piano Co., Ltd. and at the Grounds

" Shell " Spirit used in all flights: Asiatic Petroleum Co.

LORDS TO BE MADE LIKE U.S. SENATE

British Reformers Want To Eliminate Hereditary Element

REVOLUTION IS CERTAIN

Democratisation Of Chamber Will Be Effected By Conference

London, Aug. 29.—Less than half a year ago a scheme of franchise reform and general popularisation of the Government was reported by a body called the Speakers' Conference. So called because it was headed by the Speaker of the House of Commons, it corresponded roughly to a special joint committee of the American Congress.

That report was a decidedly radical document including the enfranchisement of some 6,000,000 women, a reduction of franchise privileges of the favored classes and a great increase of the franchise rights of the poor. Because of the present national disposition to make everything as democratic as possible that legislation is now on the point of becoming operative.

Even before it is finally passed, the Government announces another long step in democratisation. This is the constitution of another conference on reform of the House of Lords.

It is announced by the Government that the new conference will be composed of members of the two houses of Parliament, thoroughly representative of political and social elements, that it will contain little of the ministerial element and that it will work under a chairman who will command general confidence.

Lords' Acceptance Expected

Just for the same reason that the upper chamber is certain to acquiesce in the franchise legislation now pending, so it is all but assured that the forthcoming reform of the Lords will likewise be accepted by the upper body. For the upper chamber knows now that it can't help itself; it will have to accept reform or else consign itself to early obliteration.

General speaking, the United States Senate is the acceped model in minds of the reformers. They want gradually to eliminate the hereditary element in the upper chamber and make it elective and representative. Beyond this there is an inchoate idea of giving it a species of imperial significance by including representatives of the dominions.

The Parliament act of 1911 marked the beginning of revolution in the upper chamber which now is about to be accomplished—for there is little doubt that it will be accomplished. That act provided that if three successive Houses of Commons should pass a given act it should become law without the approval of the Lords. So the upper chamber was reduced to a mere brake—a means of enforcing delay. But it was impossible for the upper body to employ even this power effectively; to do so would plunge the country into a cauldron of perpetual politics, with elections treading on each other's heels as fast as might be necessary in order to get things done that the Lords disapproved.

Electorate's Attitude

Moreover, if the electorate once got the idea that it must be everlastingly passing things over the Lords' veto it would tend to become more radical than if let alone. Finally, a few such experiences would inevitably lead to the disestablishment of the Lords and the substitution of monocameral government.

So, in effect, the Lords have meant nothing at all since the Parliament act; the Government has been practically a one chamber affair. Since the war compelled that one chamber to abdicate most of its powers under the defence of the realm act in favor of the Ministry Britain's has been pretty nearly a government by a Cabinet, like the German Federal Council or the old Russian Imperial Council. That, of course, is only a temporary situation.

The Commons chafe under the feeling of powerlessness and the Lords under the sense of utter futility; but the Commons can take matters back into their own hands whenever they choose. Their future is safe enough; for the Lords there is no future in sight, unless the country graciously presents them with one as result of the new reform conference's report.

When the upper chamber received the Government's announcement that there was going to be a conference to decide its destiny the debate was almost pathetic. Two or three noble lords ventured to hope that the upper chamber would be allowed to discuss the terms of reference to the conference; and Lord Curzon went so far as to urge that the upper chamber ought to have equal representation with the Commons. In the Speaker's conference the lords got only five against twenty-five for the Commons!

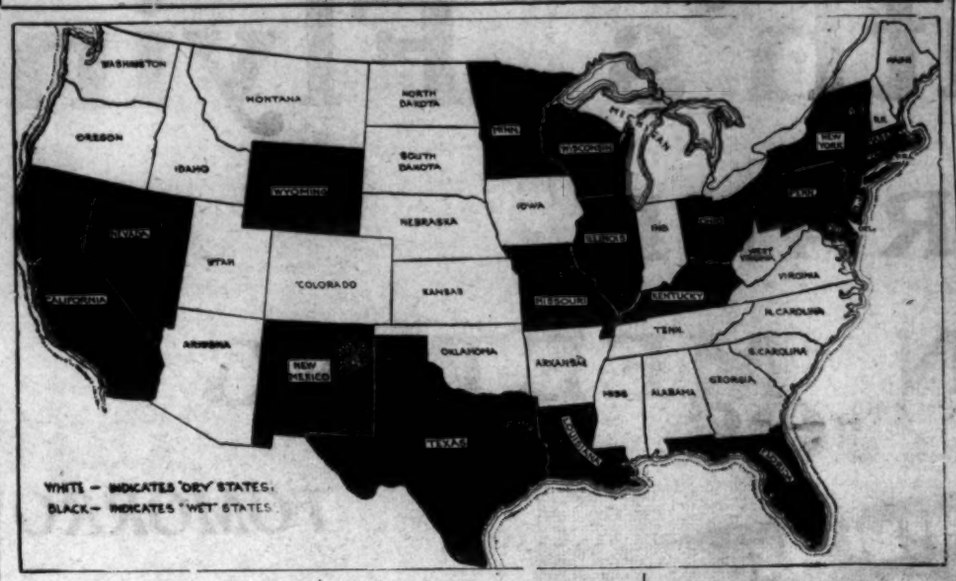
Imperial Senate

It is a common remark that right now is the time to create an imperial senate, or cabinet, or some instrument of the sort, because the bonds among the parts of the empire are vastly stronger than ever before; sympathies are more acute; understandings are better; the realisation of mutual interdependence is stronger than ever before. To take advantage of such a time and position, many men declare, is the part of statesmanship and true opportunism. To let that time pass without accomplishment would be unfortunate.

For these reasons, along with the incontrovertible fact that the day of the old hereditary Tory chamber of peers with a veto in its hands is at the end of its career, it is apparent that reform is at hand. The House of Peers is going to be mended or ended; and the prospect of its being mended rather than ended has perceptibly improved. Only it will not be a chamber of peers in the old sense.

The name senate is constantly preferred in the discussions of the subjects the idea of having a proportion of life members is widely considered, just as in America there are always people insisting that men who have been President ought to be ipso facto life members of the Senate. There is a strong sentiment, at any rate, that reform of the Lords is the corollary to the franchise reform now on the verge of becoming part of the constitution.

How The United States Now Stands On Prohibition



The United States Senate has passed a resolution for a Constitutional amendment, to be submitted to all the States for ratification, for bone dry prohibition. The House will pass the same resolution by an overwhelming majority. The question is, therefore, sure to be submitted to the State Legislatures for ratification. Affirmative votes of the Legislatures of 36 States would be required to ratify this amendment. The 26 States shown above in white are already dry States under their State laws. They have a population of 38,082,092. The 22 black States, which have only local or no prohibition, have a population of 62,412,153. However, in a number of these States there is a large measure of prohibition, as in Texas and Florida.

SEVERITY OF PREMIER CAUSING FENG WORRY

Supported By Many High Officers In Pacifist Ideas But Tuan Urges Force

From Our Own Correspondent

Peking, October 8.—Things are by no means so bright in Peking as official optimism or reticence would have them appear, or as they actually do appear on the surface. The Government for some time has been worrried about the movement in Hunan, the inner meaning of which it cannot fathom, but it is beginning to be felt that the movement both there and in the South is not so negligible as was thought was the case.

Several items of news are causing anxiety in Government circles. In the first place there is a marked disposition in certain quarters to question the wisdom of the Prime Minister's policy. It is alleged that the Prime Minister would speedily make an end of all opposition by the simple method of forcibly suppressing the opposers. He is credited with fierce intentions towards the South generally. On the other hand, the President is credited with wishing to be conciliatory towards the South and desiring if possible to reach a compromise with the reconcilable and moderate section of the opposition.

There thus appears to be a slight rift within the lute, and it is openly asserted that on the side of moderation are the President, the Chief of General Staff, the Commander-in-Chief of the Peking Gendarmerie and a number of military authorities in Chihli, including General Tsao Kun, the Military Governor. This last, it is asserted, has actually gone so far as to refuse the aid of "his" troops in an expedition that the Prime Minister is said to be planning against the leaders of the Hunan disaffection. It is impossible at present to obtain either confirmation or refutation of this report, which emanates, however, from usually well-informed sources.

A second cause of anxiety is the attitude of General Lu Yung-ting. The Government has received a telegram from him to the effect that he entirely approves of the three mandates issued a week ago, and subject to certain provisions he will whole-heartedly support the Government. It is the provisions that are the rub. There is only need to refer to one of them, namely, that President Li be re-instated in office. This is practically the same as saying that General Lu will support the Government if the Government will change its head. A change in the head of the Government will involve almost certainly an almost complete change of the Cabinet. This practical dictation to the Government by General Lu has somewhat changed the opinion of some of the members of the Cabinet as to the unimportance of the movement in the South and South-West. A telegram from the President and the Prime Minister to General Lu and others who support him states that the Government will "accede to the General's request to an extent compatible with national interests and the dignity of the Peking authorities."

In spite of many assertions to the contrary it is reported in official circles that the Cabinet is by no means united. The Prime Minister is said to be dis-satisfied with the way in which one of his henchmen, Tsao Ju-lin, has handled the question of the confiscated enemy ships. It is understood that the final disposal of these ships has not been decided, and much water may yet flow under the bridge before a decision is reached. It is possible that the whole present arrangement may be cancelled, and a totally different disposition made of the vessels available. Doubt is freely expressed in some quarters that Tsao Ju-lin can weather the storm. If he does it will be another feather in the cap of his Vice-Minister, Yeh Kung-cho, who is understood to be the power behind the Communications throne.

Why

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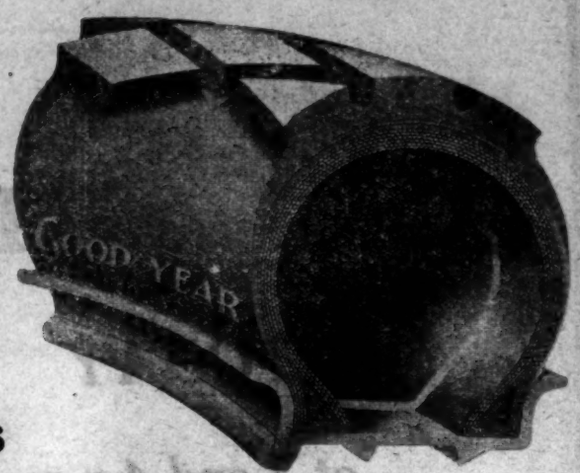
Fortified

Tires



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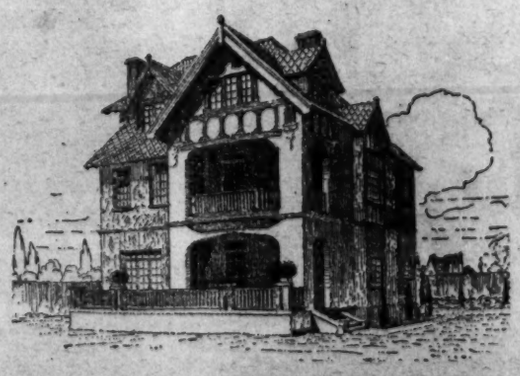
You are invited to inspect these houses at any time. Call to-morrow, and make an appointment to visit them.

Our "Deferred Payment" plan may be of interest to you.

China Realty Co., Ltd.

39 Nanking Road



NEW WAR PLANES TO CARRY 19 MEN

Britain Sends Plans For Giants Of Air To Be Built In America

WILL PARALYSE THE FOE

Multiplicity Of These Craft To Make Impossible Re-inforcement Of Lines

London, August 22.—American airplane manufacturers are in possession of working models and blueprints of aero motors developed by England and France during three years of warfare. The United States airplane factories have received gratis the secrets of new alloys and improvements in construction which previous to America's entry into the war could not be bought at any price—secrets that were guarded with men's lives and were never mentioned beyond the doors of certain offices. Personal messengers have left England by every departing steamship; mail bags have been filled with priceless blueprints and cable lines have been jammed with messages, all bearing on the development of the American air squadron.

The Governments of France and Great Britain know that upon the efforts made on the other side of the Atlantic within the next six months depends the fate of the armies afield. Important above everything else in the struggle for victory is the airplane, which must be produced in myriads, and the task now falls squarely to Uncle Sam.

Doubters Are In Minority

There are doubting Thomases on this side of the water who sneer at the grandiose statements coming from New York and Washington and who assert that even if the United States organises for the aerial construction program the product will be so inferior that it will be useless for actual fighting. Fortunately these doubters are in the minority. Officials and men in a position to know what already has been done are highly optimistic. They believe that American methods applied to the manufacture of air craft will result in just as good a product as is now coming from factories organised here shortly after the war started.

Despite all the lurid prophecies regarding the great fleet of aeroplanes that eventually will lay waste the principal German cities, the experienced airmen on this side only hope for thousands of machines with which to fight the German armies in the field.

The success which America's efforts are to insure will come only when the allied armies in France have sufficient aeroplanes to retain mastery of the air and to patrol every mile of the territory immediately behind the German lines. When the day finally arrives, Germany will not be able to move a train back of the lines and to move reserves will be impossible. She will be unable to feed the men who are in the first lines. Her heavy artillery will be silenced and in the end her entire fighting forces made useless. The war will then become one of movement, with the chances for victory altogether on the side of the Allies.

Engines of Great Power

There are various types of aeroplanes which will be manufactured in America that are already being used in France. Engines of unbelievable power are being put into the newest type of plane. The average American is more or less familiar with automobile engines and has some idea of what weight of engine will develop 100 horse-power. If this average American were to look at some of the newest air motors he probably would judge them to be of 10 or 15 horse-power. In fact, he could lift some of the engines unaided and would probably be astounded to learn that such a machine was capable of developing not 100, but 150 horse-power.

Every newspaper reader in the United States has been well informed of the plans for building airplanes, but it is doubtful if one in a thousand can picture the size of some of the planes that eventually will be loaded on transports at the New York piers. The Sun correspondent has had an opportunity in the last few weeks of inspecting the newest type of aircraft; the type that will be turned out in vast numbers by America, and it is bigger in every way and more powerful than laymen imagine.

To begin with, the body of the new machine resembles in many ways a big motor launch. Its under part is rounded and beautifully constructed of finely grained wood. It is so big that to enter one must clamber up a ladder and go down through a hatchway as big as the cabin door of a motor yacht. It is of the biplane type and from tip to tip of each wing there is room enough for a dozen men to lie out full length. Its two motors will develop 600 horse-power and their combined weight is so little compared to the power that the actual figures would look untruthful in print. Where the old types could carry hundred weights, this machine carries tons.

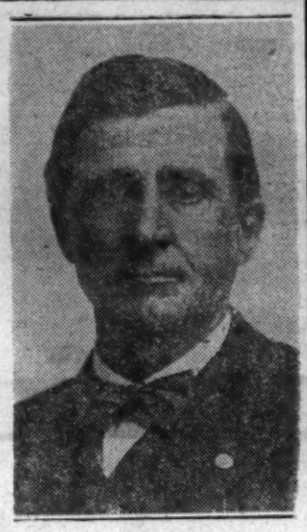
Can Carry Nineteen Men

This new plane is manned by a pilot, two or three observers, a forward gunner, a bomb dropper, a mechanic and, if necessary, a dozen passengers. It has an electric lighted passageway leading from one compartment to another. The flooring of one compartment is a strongly constructed grating through which the occupants can view the earth below. The sides of two of the compartments are built to open and afford a view of the surrounding clouds, or, in case of combat, of the enemy planes. When the leviathan motors are started their roar is awe inspiring, and the wind from the propellers sends backward a blast in front of which a strong man would find difficulty in remaining erect.

This is the picture that must be impressed upon the public mind if the great mass of the people is to realise what the United States is going to do. The task set for the American workers is not that of turning out light, hurriedly built scouting, machines to the number of tens of thousands, but to construct carefully with the last degree of ingenuity the highly developed war craft needed in modern battles. That is what England expects of her newest ally and what she has striven valiantly to teach authorities across the Atlantic. The vast technical detail developed by continuous fighting in the air has been turned over entire so that the United States begins the work with the most favorable chances of success.

The invention of some new fighting machine after the manner of the tank is what all Europe expects of America, and they expect to see the new machines, airplanes or walking seaplanes or flying torpedo boats come to France fully manned, nicknamed and prepared to throw new terrors into the heart of an enemy who invented terrorism.

Farmer, With His Movie Camera, Touring World



Mr. F. F. Cappock

A farmer with the cinematograph as a hobby must be somewhat of a novelty, but a farmer, fifty-three years old, doing a round-the-world trip along with the cinematograph is unquestionably an innovation. Well, we have him now in Shanghai.

Working away at his farm, Mr. F. F. Cappock, of Des Moines, Iowa, always had a passion to see the world—all of it—because up to then he had only gone over a mere trifle of 250,000 miles in the United States and Canada. Recently, he got his chance, for he retired from farming, saw his family of five educated and out in the world and he aims at seeing more in the next three years than all of them together ever will.

You can understand the man's determination when you see him, for he is a hard, wiry little man, the picture of fitness. There is no question of wagers or commercial advertising about the trip. With camera and movie apparatus, Mr. Cappock is out on his own and, when he gets back, he will give some lectures. He fills in his time by writing for the Des Moines Daily News.

He has done Honolulu and Japan, is now going to Peking, then Korea, Australia and on to Africa. He expects a long halt in Africa, because he isn't out for trench thrills and will travel that country until war happenings allow him to go through Palestine and Europe.

And again to show how Shanghai gathers in everyone. Mr. Cappock discovered here Mr. A. Q. Adams, Y.M.C.A. secretary, to whom he had taught the alphabet.

VALUE

OF BEAUTIFUL TEETH

In every occupation diseased, irregular teeth and filthy mouths are a handicap, besides being unsanitary and offensive. On the other hand, sound, regular teeth are at once prepossessing and wholesome. They are a positive necessity in many occupations and a certain asset in every occupation. They also indicate a certain measure of self respect as well as carefulness and thoroughness, for persons who are careful and thorough enough to keep clean teeth are very apt to be careful and thorough in their work.

A fresh complexion, untainted breath, clear enunciation—direct results of clean, sound teeth—are the factors that largely make up the personality that attracts friends, secures and holds your position in both business and social circles, aids you in rendering effective service, pleases the customer and "sells the goods;" whereas nothing is so likely to make you feel dissatisfied with yourself and irritable to others as tooth trouble.

If you have that self respect which I am sure you have, come to me and I'll set your teeth in "apple-pie" order, in fact your mouth after my treatment will be BEAUTIFUL. Beautiful face, beautiful mouth and beautiful teeth are a combination hard to beat, and may be obtained after treatment by Dr. C. Cameron.

Don't delay. Call immediately at

DR. C. CAMERON'S DENTAL OFFICE

34 Nanking Road, Shanghai.

Lepers, Flying, Szechuen; Devious Program at Tiffin

Saturday Club Hears Interesting Talks On Wide Variety of Subjects

The mysteries of the air, the intricacies of Szechuen politics and the tragedies of leprosy were partly unfolded to the members of the Saturday Club yesterday at their tiffin in the Carlton Cafe.

Mr. Art Smith, the aviator who later exhibited his aerial devilties at the Point, talked on aviation.

"I have been asked much if I don't feel the danger is too great in tumbling around in the air," he began. "In answer to that I have always tried to explain the distinctive characteristic of an aeroplane that disposes of that question.

"If you throw an arrow out of a window, no matter how you throw it, it will alight with the point downward. It is the same with an aeroplane. Because of the weight of the engine and the pilot, no matter in what position an aeroplane starts to drop it will be going head downward before it hits the ground. Once the machine gets into the position of head downward the pilot can regain full control.

"Having therefore gone up two to three thousand feet, you can try anything that comes to mind and feel sure that even if you don't bring through the particular evolution successfully your machine will surely get into the position of head first and a simple movement of the control levers will bring you into level flight."

And to have heard him you would have thought it was really as easy as all that.

Mr. S. D. Gamble, an instructor in the University of California, who has just come back from a three months' trip in West China, gave some of his observations of that trip. He was fortunate in having been in Szechuen during the recent fighting there and gave a clear picture of the causes of the difficulty.

Chengtu, he said, was now "flatter than a pancake." There is little or no business done. No-one dares to do any, for if he shows any sign of prosperity he exposes himself to certain looting. Szechuen for the Szechueness, he said, is the issue involved. For two years Szechuen has been exploited first by Northern troops and then by Yunnan troops. Always the riches of the province have gone to the profit of other provinces. And the fight of the last few months has mainly been over the issue of whether Szechuen shall be ruled by its own people.

For fifteen minutes those who were present were held rapt by a rapid-fire talk on leprosy conditions throughout the world by Mr. W. M. Danner, the American secretary of the Mission to Lepers.

The most startling thing he told was the success with which a treatment found in the Philippines was effecting cures. With this treatment, an oil that has been known for two hundred years but has not been used because it was too repulsive to the taste, 200 cases have been discharged from the Culion colony and in two years have not shown any recurrences of the symptoms of leprosy.

All is not tragic that concerns leprosy, Mr. Danner emphasised. Loathsome and horrible as the disease is, the work that is being done not only to rid the world of its curse but to clean up the leper and make him a useful member of the community is a refreshing rather than a depressing thought, he said.

"There are 3,000,000 lepers in the world," he said. "These are a menace to the healthy community and we must join in some way to rid the healthy community of them, but we must also remember that they are still, loathsome and filthy as their disease may be, human beings. And I am proud to say that only a few months ago the American Congress passed a bill appropriating $250,000 to care for lepers in a decent way."

As to what could be done toward cleaning up the disease by treatment of patients in proper colonies, Mr. Danner cited the fact that in the Philippines ten years ago there were 9,000 lepers. Now there are less than 3,000. And he closed with an appeal to the Chinese to take similar steps, by establishing colonies, to rid the human race of one of its most terrible dangers.

Church Services

Holy Trinity Cathedral.—Oct. 14—Nineteenth Sunday after Trinity. 8 a.m. Holy Communion. 11 a.m. Mattins and Litany. Tours in F. Anthem "Grant us Thy peace." Mendelssohn. Hymns 207, 215, 281. Preacher—The Dean. 3 p.m. Children's Service. 6 p.m. Evensong. Cooke in G. Hymns 273, 528, 266. 2nd Lecture on Amos—The Dean.

Oct. 14—Bubbling Well Chapel. 8 a.m. Holy Communion.

St. Andrew's Church, Broadway.—Oct. 14.—10.30 a.m. Mattins, Preacher—The Rev. A. J. S. Stearn, M.A.

Union Church.—Sunday, Oct. 14.—11 a.m. Preacher Rev. C. E. Darwent, M.A.; Subject, Thinking; Chant 60; Jubilate (Garrett in F.); Hymns 435 (Part 3), Hymn for men at the front, by John Oxenham, 404. 6 p.m. Preacher: Bishop J. C. Kilgo, D.D.; Chant 56; Anthem "O Lord my God" (Wesley); Hymns 161, 275, 501.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

American Song Service.—At 4.30 p.m. in the Assembly Room, Palace Hotel on Sunday, October 14, Rev. James B. Cochran, of Huaiyuan, Anhui Province will deliver an address. Special music provided. All Americans and their friends cordially invited. Special attention drawn to the fact that the meeting on this date is called at 4.30 p.m.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—On Sunday the services in the above will be conducted as follows:—Morning 11 a.m. by Rev. Milton T. Stauffer, M.A., B.D. Evening 6 p.m. by Mr. Oliver Burgess.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject: "Are Sin, Disease and Death Real?" Sunday school 10 a.m. Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.

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On Tuesday, the 16th, New Episodes

OF

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AND EVERY NIGHT At 10.30 p.m.

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SINGING AND DANCING

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"LIBERTY THROUGHOUT THE WORLD"

AMERICA is at war and the Government needs money with which to carry on the war to a successful conclusion.

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This money can only be secured by selling bonds, and the American community in Shanghai now have the opportunity of assisting their Government materially by purchasing the bonds which are now being issued.

These bonds bear 4% interest per annum, and arrangements have been made with the International Banking Corporation by which subscribers can purchase their bonds outright, or, should they so elect, on the partial payment plan.

On the partial payment plan a subscriber can pay not less than 20% cash and the balance within 6 months, and for the first ninety days after your subscription the bank will charge interest at the rate of 4% per annum, renewal according to conditions then ruling.

This partial payment plan puts it in the reach of every American in China to subscribe to some of these bonds.

This issue must be fully subscribed before November 1, and due to the delay in cables, all China subscriptions should be in the hands of the International Banking Corporation by October 25.

We all know the difficulties which have been experienced in doing business in China since this World War started, and which have been growing more acute as the war has gone on.

Prosperity and normal conditions will not return to China until we and our Allies are victorious, and to be victorious the governments of the respective Allies must have money with which to fight to a successful conclusion.

Now, let us see what you get for your money:

You get a United States Government Bond, a first mortgage on the whole United States—paying you steady interest at 4% per annum.

No investment you have today can compare in safety with these Liberty Loan Bonds.

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It is your duty, it should be and must be your pride and privilege to assist in this work.

Subscribe yourself to these bonds, get your friends to subscribe, talk about it, give it publicity, and let our friends at home—who are making infinitely more sacrifices than we out here realise—see that in these hours of travail we are not forgetting our country.

All you have to do is to go to the International Banking Corporation, arrange your exchange and subscribe for such bonds as your circumstances permit.

Subscriptions to this loan will be most welcome not only from Americans but from the nationals of our European and Asiatic Allies in this war.

Any member of the Committee will gladly render any assistance or give any further information desired, on request.

Hon. Thos. Sammons
Hon. Chairman

W. S. Fleming
Chairman

Paul McRae: Dr. W. H. Lacy: Calvin A. Caldwell
J. H. Ruffin: R. H. Gaither, *Secretary*

Committee

Democracy In Germany Is Outlined By Radical Writer

Democracy is on the march in Germany. Here is an article by Richard Witting striking at the very root of the evil in the present imperial system, with which President Wilson has just told the Pope no peace is possible. Here Witting points out with amazing frankness that the trouble with the German Government and German diplomacy in the past has been that the responsible posts have been virtually monopolised by blue blood. He points to President Wilson, the former college professor, as a striking illustration that in the democratic countries men with no titles to boast of can fill high posts with success. Herr Witting is a brother of Maximilian Harden, editor of the "Zukunft," in which the article was printed. He was Mayor of Posen and has twice declined Cabinet positions offered him by the Kaiser.

By Richard Witting

So long as a foreign policy is successful all is rosy. As soon as there is a failure, criticism sets in.

With Bismarck at the helm, Prussia-Germany went upward without stumbling. Her good name in the world was uncontested. Behind every agent abroad stood the heroic power of the great Chancellor.

After Bismarck things changed; but nearly two decades passed before the change began to be realised in Germany. Only a few isolated voices warned, scolded, mocked. These criticisms were read, some things in them were found correct or interesting, but there was no deeper effect. The nation was concerned essentially with making money. In commerce and industry, shipbuilding and trade, work was so intensive that there was no time or interest for other problems.

Gradually the face of the world changed. France took possession of Tunis, Madagascar, Indo China and Morocco; England seized South Africa, Egypt, southern Persia; Russia expanded her sphere of power in the Far East and laid hands on tremendous portions of China.

All this took place without any European conflicts; only slowly there came to pass a new grouping of the great Powers that were drawn together by a growing suspicion of alleged plans of Germany.

Germany however, worked on and became prosperous. Out of the needy, parsimonious country grew a well-to-do, rich empire.

"Politics? That's the Government's business."

With a certain air of solemnity the German business man, even the giants of industry, strove far into the twentieth century to guard against every suspicion that they presumed to have any understanding of politics or even to take an active hand in it. What was Wilhelmstrasse for?

We lived in the "authority state," pure and simple, which in the course of the centuries in Prussia, then in the German empire, had grown into a firm structure and which separated Germany politically more and more from western, northern and southern Europe.

It is to this authority state that the German people owe their lack of political maturity and civilian courage. But it is to it also that they owe those passive virtues which today make possible their resistance against the onslaughts of the universe.

"Not liberty," said the Great Elector, "makes for the happiness of nations, but obedience." And the Great Elector is the real creator of Prussia. His spirit still lives today, much more so than that of Frederick the Great. Frederick was a mixture of genius, elegance and wit; Prussianism is something different: hard schooling, order and discipline.

We see how in other countries a man may be today Minister of Marine and Minister of Education tomorrow, how he may hold the portfolio of agriculture today and that of commerce tomorrow. We see how every public man is ready and able at any moment to take a leading, responsible governmental office.

And what it is possible to do in England, France, Spain, Bulgaria Servia, Italy, America and, of late even in Russia, is it impossible to do in Germany? We have no monopoly on administration and organisation. These things are done in other countries, too, and in some of them with brilliant results, even though non-experts are in the chief offices.

The whole matter is easily solved as soon as we give up the idea that the average execution of the duties of leading governmental posts is difficult. For it is, in fact, rather easy. If it were not so, how would it be possible for outsiders in democratic parliamentary countries, where a much more intensive, strongly aggressive public and parliamentary criticism prevails, to develop over night into Ministers and on the whole almost without exception to make good?

Of course to be an important Minister or Ambassador requires some talent: to perform average duties requires only average ability, a little tact, good bearing, caution and punctiliousness, coupled with a little social talent.

Any one who has ever been called from a modest position to a leading office knows the naive feeling of relief which marks the first few weeks and which disappears only gradually in the face of greater responsibilities.

The directing official has nothing to do with the whole laborious detail work, the searching and sifting of material, the examination of the fundamental data; from all sides the material pours in to him, well ordered and arranged. In every problem experts furnish him with the necessary premises.

Besides a multitude of ideas and suggestions are submitted to him from the public. An army of outsiders are endeavoring to point the way for him, to think for him and to do his work. Every Mayor of a big city can testify to this, knows that the best minds of the city consider it an honor and a moral duty to counsel him and aid him.

One would have to be a pretty dull or very incapable man to fail in such a place. Who knows how much in the speech of a minister is the fruit of his own labor, the production of his own mind; whether even one single tiny word originated in his own brain, whether the passage at which "stormy applause" breaks out was not concocted by the subaltern official standing modestly in the background?

This is so the world over, and that is why everywhere in the world men are so easily found to fill the directing offices—except in Germany.

The limited circle of available candidates under our present system prevents great talents, men of extraordinary ability, from reaching the highest posts.

The fundamental trouble with us is that the fairy tale is still maintained, and is believed by the politically ignorant people, that extraordinary social and intellectual qualities are required for those posts. The assistants, of course, must be specialists, experts, but the Minister himself should be fully qualified if he possesses energy and initiative and is smart. This he must be indeed.

In order to play diplomat one does not need to be a Prince, Count, Baron, nor even an aristocrat. Any Herr Schultze can do it who is not stupid but possesses tact and good manners—only one must not demand from this Herr Schultze absolute political purity of soul and unlimited respect for everything existing. Intelligent men often do not meet these requirements.

And with regard to the dictum of a former Secretary of State for Foreign Affairs that diplomats "must live particular conditions of life," one may ask the questibn as to what are these conditions. Did he speak of the relations with "courts" in which nowadays no child believes?

In the first place, there have been only two courts in question, Petrograd and Vienna; in the second place, conditions at first class courts today are not a bit different from those in good private houses. In the third place, France, America, Italy, frequently also England and other States, prove that often men without the tiniest drop of blue blood in their veins, men who have graduated from the very heart of the people, not only fill the bill in diplomacy but sometimes put the dyed in the wool aristocrats at these courts in the shade.

There should not be the slightest objection to appointing to an ambassadorship a Prince who is not only a Prince but also a very well versed, very intelligent man; perhaps his title helps occasionally. But we should certainly cease considering mysterious qualities necessary for the highest posts and deducing therefrom the apparent right of permanent exclusiveness.

We have, since the outbreak of the war, gained an insight into many diplomatic files. Some of them we have read with shiverings. The question is therefore permitted: What in the world is there in diplomacy—or in governmental activity in general—that is so terrifically difficult, if one thinks, first of all, of the purely formal, businesslike side of things?

Mr. Wilson was a professor and became President of a giant realm, a position with almost imperial prerogatives. Has he done so badly? Are his notes failures, as far as their formal side is concerned? And even the lawyer Poincare, like his predecessors, is administering his office formally correct, though he was certainly not destined in the cradle to be a ruler. But if in speaking of "particular conditions of life," one thinks of social exclusiveness, then it must be firmly demanded that we cast the view overboard. For through this exclusiveness the diplomacy of the whole world often becomes so ignorant of the realities and devoid of good judgment that the voices grow which demand the abolition of the whole system.

Should America Strike At Germany Through Turkey?

Interesting Argument By English Army Officer Wh Believes That Only Thus Can A Decision Be Reached

The American armies can decide the land campaign in one theater only—Turkish territory. To unfurl the Stars and Stripes in France, to fight alongside their old allies, to aid on its own soil the nation that did so much to win them their freedom—that will all appeal to the sentiment of enthusiastic citizens; but it will be waste of power, waste of men, waste of time, waste of money.

The western war theater is confined between the sea and Switzerland. The armies in it face each other on a line about 500 miles long. The French and British armies together are still well over 8,000,000 men. That gives ten men to every yard, ample for defence, whatever the othr side may bring against them, and probably ample for offence.

Of the British armies considerable portions are now in Mesopotamia, Syria, Egypt, Macedonia and England, but, except in the last, in insufficient strength effectually to influence the result of the war. In England armies are apparently retained to meet an invasion that will never come. If circumstances are ever such that an invasion, even by 50,000, is possible, than England will have lost command of the sea and will be starving or already starved.

Also if England, having such control of sea traffic that 5,000 ships enter and quit her ports every week, cannot land troops north of Boulogne, Germany, who cannot get a single merchantman out into the ocean, can scarcely land her troops on the western shore of the North Sea. The retention of armies in England is obviously futile, and if America takes over the Turkish theater only one small detachment is left to the United Kingdom, who can then concentrate practically her whole resources on the western front.

And Turkey is as decisive as any theater can be. The Central Powers cannot afford to let her be subjugated. The Allies on the Sea of Marmora would mean the close investment, the throttling of the Central Powers, and the freedom of Russia.

America has two routes to the scene of action, the Atlantic and the Pacific, the latter probably safe from all submarine threats. She would also have full scope for her own military genius. Her oversea bases would be in her own hands, her strategy she could decide for herself, and doubtless she would bring the Turk to his knees in her own way. In France she will have to conform to the designs of the present leaders there and use ports and land transport already fully employed.

It is the fashion to call the western theater the decisive point and to speak of "breaking through," of "attrition." The latter term is one of the unfortunate relics of South Africa. Then attrition had is effect. One side was immensely more numerous than the other. There is not the same numerical disparity between the present combatants.

"Breaking through" is a tactical impossibility unless there is room to cause the adversary to extend his flanks and so weaken his line to breaking point. When the Central Powers detach two or three million to support their weak flank, Turkey, then France may break through in the west, but not before, and her "breaking through" will not be on the five, ten or twenty mile fronts of the Verdun, Somme or Arras battles, but on the 500 mile front of her own present frontier.

No point, no theater is or ever can be decisive. The destruction of the enemy's armed forces is the only decision.

In the Russo-Japanese war there were no routs, no debacles. In the present war the same phenomenon appears. It is due to the defensive power of the small arm weapon and the spade. The "queen of weapons," the musket, has, with the automatic rifle, become so powerful that it can only be crushed by enormous shells. Because of the efficiency of the infantry arm the battle field is now dominated by heavy artillery. Of that heavy artilery all other arms are the servants. They are its eyes, its outposts, its advanced guards, chained to it by its range. It can move but slowly and it takes days to occupy new positions. Hence it cannot pursue to route and make an end. And without it its servants are impotent, held by a few individuals in holes.

Routs, debacles being out of date, "breaking through," that is, a successful battle on a narrow front, is also out of date. The adversary has always time to smother the effort. In 1915 Loos effected nothing. In 1916 Verdun and the Somme, "lavish of their dead," had a like result. In 1917—but prophecy is, like "breaking through," out of date.

Now let us suppose that the United States has ready by October, armies capable of taking the field. October brings the early rains in Syria and campaigning in that country then presents no difficulties. It will be well watered till the following March.

The European politician may be disturbed by thoughts of Palestine in possession of America and perhaps Constantinople in the same keeping. Bulgaria, Greece, Russia, probably Germany, all want the Turkish capital, and the Turk wants to keep it. America does not want it, so by the eternal fitness of things she would seem to be the proper Power to have it, unless, of course, Russia takes it. Just at present it is difficult to diagnose the internal troubles of Russia, but it's an old saying concerning that country that with her it is always the unexpected that happens, and the unexpected may be a vigorous offensive. Of Palestine America would make a land that it would be a pleasure to visit. The nation that conquered disease on the Isthmus of Panama would make of Judea the health resort of the Christian—and Jewish—world.

World strategy and the possible political results both demand that the expulsion of the Turk be entrusted to a non-European Power.

The writer, an English army officer for thirty-five years and a graduate of the Staff College, fought, mostly in the front line trenches, on the Somme for four months. That experience merely confirmed him in an opinion previously formed that local offensives are wasteful and useless and that if a front is strongly held an offensive against it is so slow that no decision can be gained thereby. Strike, and strike hard, but strike everywhere, when strong enough. Till then be patient and tenacious. Such are his principles, based a little on experience of war, but a great deal on study of the campaigns of great soldiers, from Sargon, the Akkadian, to Moltke, the Dane.

A. J. Richardson,
Lieutenant-Colonel, D. S. O., F. R. G. S.
Rokeby Grove, Barnard Castle.

IT IS THE WOMAN WHO PAYS

When a man gives up his tram seat to a woman he shows, without knowing it, that woman is of the privileged sex. She has so much to give, if she chooses, that she has earned this respect. She has so much to bear that she needs this consideration. But she must pay for her privileges. Nature exacts the price in bodily sufferings, which even the healthiest woman occasionally endures, and must always dread—especially in the years when she is entering middle age.

There are various causes for the frequent ill-health and weakness of women. They are more liable to be deficient in blood than men. Every woman knows the reason; but she need not be any weaker, or more liable to suffering, than men, if she will follow the advice. Women who have found the remedy do not, in fact, suffer. Dr. Williams' pink pills for pale people enable anyone who takes them—man or woman—to make more blood (and it is better blood, too); and that is why women who know the virtue of these pills save themselves so much needless suffering. The property of abundant, rich blood-making is peculiar to Dr. Williams' pink pills begin them today; they are obtained from dealers everywhere, also post free, one bottle for $1.50, six for $8, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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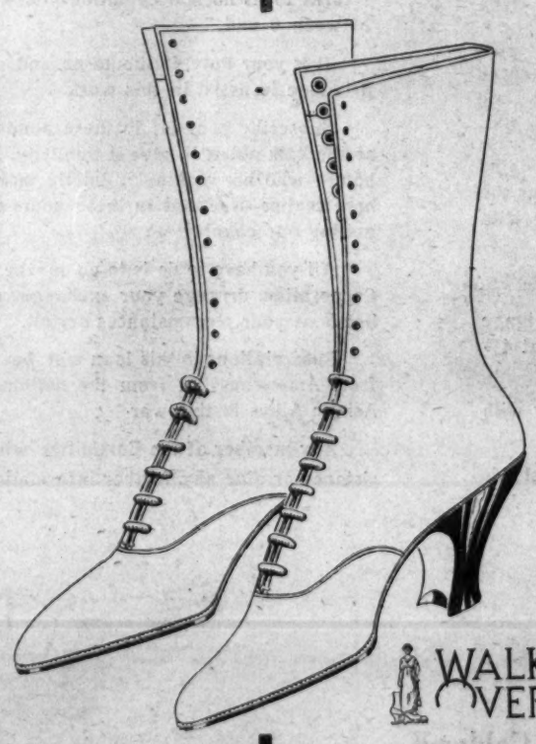

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Heavy quality made in white with assorted borders of Green, Brown, Reseda and Black. Made with two pockets.

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A lock front close-fitting shape, made with a straight back. Depths: 1⅝, 2, 2¼ and 2½ inches.

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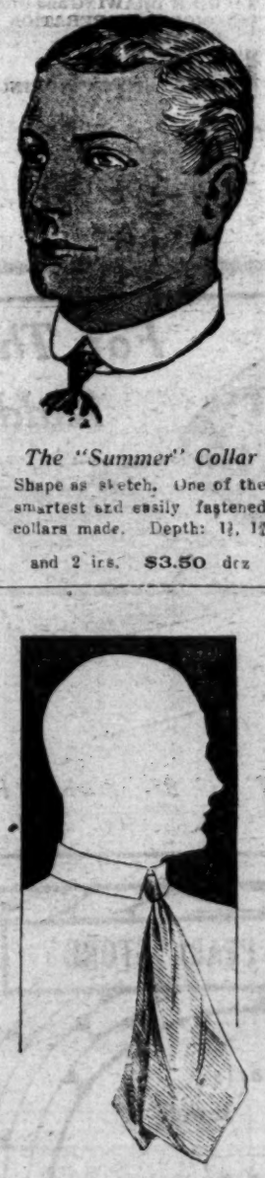

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In a medium weight soft wool, with two pockets. A good durable garment, in plain White, Grey and Navy.

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In a very soft and durable Ceylon flannel, light weight and pleasing patterns, colored grounds with neat stripes.

Price **$4.00** suit

The "Gordon" Hat

Is one of this season's most popular shapes, made from high grade fur felt and finished to perfection, The best shades are Fox, Agate, Nickel, Walnut, Drab.

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The "Cecil" Hat

A soft felt hat in the season's best shape, and is well finished. We have this hat in the best shades of Green, Grey and Brown.

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In light weight Ceylon flannel, very good range of pat erns, in Blue, Grey and Green grounds with small striped designs. Made up with soft double cuffs.

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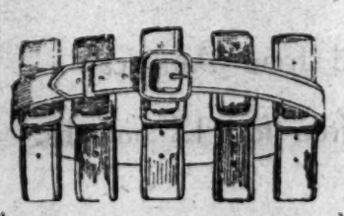

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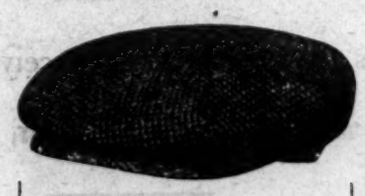

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Night Trip With Bombing Airman Is Full Of Thrills

Flight With A Famous French Army Aviator Is Described By Correspondent

To describe to readers of the *New York World* something of what a bombarding airplane raid is like (writes a correspondent), I have been permitted by Lieut. Col. Girod, Inspector General of the Avord Aviation Camp, to make a night flight in a French Army biplane.

Since the beginning of the war there have been no privately-owned airplanes in France, any more than privately-owned wireless outfits. Aviation in its every particular is under the control of the army or the navy. Few civilians, even newspaper correspondents, have flown at all in France during the last three years, and I believe I am the first to have gone up at night.

The great majority of army aviators, including many "aces" who have destroyed numerous enemy machines, are not "night pilots." And nearly all of those who go up at night for patrol duty along the front do so only during eight or ten days of the month when the moon is full. It is a very select and compact little group indeed who man the big bomb-dropping aircraft and are qualified to fly by compass on the blackest nights.

Adjt. Chantelaube is the pilot who took me up. He is stationed at the Avord school to instruct grevetted pilots in night work, that they may join the bomb-dropping escadrilles, which are constantly being reinforced and added to. Chantelaube is a veteran bombarder, having participated in the Freiburg and Mauser raids with Capt. Max Boucher, who now ranks as Commandant of the Avord Camp.

The principal aviation field here is a large one, surrounded by hangars, repair shops and other buildings. An airplane must make its landing and come to a stop on the field, otherwise it will run into one of these structures and come to grief.

A Moonless Night

It was a moonless night when I made the flight, but there was no wind, the stars were out and the giant searchlights and flares used for lighting up the field were working in good order. The big bombarding machine was fitted with three signalling lights, whose winks send messages, and with two searchlights slung beneath the nacelle and intended to illuminate the ground. Besides the big motive propeller, there was a small one set on each wing. These miniature propellers were "windmills" moved by the air pressure to generate electricity and supply the searchlights. Below each wing was an intricate case, divided into a number of square boxes in which the bombs were carried, and each bomb was released by the pressure of a button in the nacelle. Then at the extremity of each wing were half a dozen incendiary rockets, the release of which was also controlled from the nacelle.

The bombs we carried that night were not the explosive shells, nor the more powerful aerial torpedoes, nor the deathdealing shrapnel which are dropped by raiders; they were smaller and less powerful and used for training and instructing the new bombarding pilots. Squares of canvas of various sizes had been set about the field as targets.

As we were not going to climb very high—2,500 to 3,000 feet—I did not put on the regulation aviator's costume with furlined leather overalls and coat and high boots and thick gloves. But I did take a leather helmet, something like what football players were years ago before the rule was made barring the use of sole leather headguards.

Chantelaube was already in his seat when I started to climb in. After I had scrambled into the bucket seat in front of him and in the extreme bow of the nacelle he reached forward and shook hands. The officers standing about on the ground waved goodby. It struck me that they all sort of figured I might not come back—whole.

But after I had made the request I had heard Lieut. Col. Girod ask Capt. Gallet who was available to take me up, and I had distinctly heard Capt. Gallet reply: "Chantelaube, the best night pilot here." When I recalled that I felt reassured.

"Reduce the spark," the head mechanician called from behind, where he was directing the "cranking" of the propeller—nearly all the huge bombarding airplanes are of the pusher instead of the tractor type.

"Reduced," replied Chantelaube, and in a second the big airplane was shaking and shivering like a reed and the roar of the engine drowned all other sound. The next I knew we were off across the field, and simultaneously the field searchlights were switched on, marking out a bright path for us to follow. The field is as smooth as a billiard table, with never a stick nor a stone to bump against, and I scarcely felt it when Chantelaube touched his elevating plane and we cleared the earth. The second we did so the field searchlights were turned off, and by the time I had got my eyes used to the darkness we were fifty or sixty feet up.

As we climbed we veered, always to the left, spiralling over the field as we made the altitude. I peered over the bow and tried to "get" the direction and the lay of the field. Then, steadying myself by holding on to the machine gun—mounted for the observe to use in case of attack—I attempted to lean over the side of the nacelle and look straight down. The rush of wind nearly ripped off the stout leather helmet, it seemed, and I set down again.

'Down Below'

As we climbed I kept my eyes glued ahead and soon found a tiny windshield in position where I could look over the bow and down below. Then I got my bearings and spotted the row of electric lights across the front of the motor repair shop, and the lamps on the roof of the Administration Building—which was dedicated by Ambassador Sharp when he visited Avord last month—where the rest of the party were having coffee and liqueurs and watching the "show," and then the various sets of hangars housing the different types of machines.

A small trap door in the floor of the nacelle caught my eye. It was made of glass and could be opened, affording one a view of the earth directly beneath. There was a contrivance for placing a telescope in position there, so that the topography of the country might be studied. Just as I opened the trap and peered into the blackness Cantelaube switched on his searchlights. The two brilliant beams waved up and down and sideways an instant, and then swooped downward to the earth. They illuminated the ground vaguely, revealing buildings as dim, dark shapes, but showing plainly the ribbonlike streamer which was a road leading off to Bourges, and, particularly vividly, a small stream that wound its way behind the aviation field. Rows of trees—French trees are always set out in single rows—showed up as black dots, but nowhere did the searchlight reveal so small an object as a human being.

Pilot Kept Busy

As the searchlight swept forward and sideways on the ground and then combed the sky for the other airplane which was up, I became curious as to how they were operated, as it seemed the pilot must have his hands full running the machine. Twisting around in my seat, I looked over my shoulder at Chantelaube, and he seemed to be about the busiest man I have ever seen, with the possible exception of the base drummer who handles the novelties as well as the drumsticks in the modern orchestra. Chantelaube's job looked twice as hard as it really was, as I afterward found out that these airplanes are constructed with double controls, a complete set for the feet and another set for the hands, so that the pilot can steer with the left hand, operate the motor with the right foot, guide the searchlight with the right hand and release a bomb with the left foot, or vice versa all around.

What I saw was Chantelaube sitting in the midst of rods and levers and buttons and handles and his feet gingerly pressing a clutch or a pedal or swaying a sort of stick which swung the searchlight. Hands, feet, knees and elbows, all were working at various times as he performed his multiple operations. When his foot shifted a pedal the corresponding lever for the hand moved automatically, and when his hand shoved a stick a trifle one of the foot clutches obediently followed suit. There is no wheel on any French machine, even for steering, all regulating being done with a stick or a rod.

A Zone Of Darkness

I turned forward again and gazed out of the bow. We were much higher, nearly the 2,500 feet I thought, and I was surprised at how much better I could see, even though the searchlights had been switched off. I afterward was told we had passed through the "zone of darkness" and reached a height where one could see indistinctly by starlight. We were still describing huge circles, always turning—to the left, as that was the order for the night for both of the machines up, to minimize the chance of accidents.

Suddenly I was started by a roaring "swish" as two incendiary rockets burst from each wing of the machine and dived toward the earth, leaving a trail of sparks. That was the singal that the bomb dropping was to begin. We turned a little more sharply than we had done before and seemed to pick up more speed. A second later a glare lit up the earth directly below and there was the sound of an explosion. It was the first bomb which Chantelaube had dropped.

The First Bomb

Instantly half a dozen searchlights flashed out and swept the sky seeking us out. We were flying very low for bombarding and it did not take them long to spot us. In the excitement of trying to dodge the beams of light I scarcely noticed the jerky, jumpy sensations as Chantelaube ducked and dived and stewed and climbed steeply with the machine to escape observance. The second a searchlight located us they all shut off together and we were left in thick blackness. But we soon got used to the dark again, and Chantelaube veered off to have another try.

Two more rockets whizzed out, and half a minute later there were three explosions, close together, and then a fourth. Like savage watch dogs unchained, the searchlight leaped out again, and this time caught us fairly and squarely in the first sweep they made. Then blackness again.

I bent down and lifted the glass trapdoor in the floor of the nacelle to watch the next bombs dropped. As I peered down I saw the two warning rockets go off, and then red glowing streaks marking the decent of the bombs. I saw the flash and the flare as they struck and exploded, and a second later heard the reports as the sound waves mounted.

Once again the long, unerring fingers of the searchlight felt us out and switched off, and then Chantelaube began to descend in great swooping circles. We dropped some distance and then switched on the searchlight, and he swept the terrain below to make sure of his position. As we got lower and lower we fell into little air pockets and fluttered heavily, which gave me a queer seasick feeling, but it lasted only a few seconds. Then we ran into the zone of darkness. Prior to that I had been able to make out large objects like groups of hangars and clumps of trees, but suddenly everything faded into an indistinct blur of darkness.

Afterward I was told that it behooves a pilot to get his bearings pretty accurately before descending into the zone of darkness, as when he emerges from that zone he is too near the earth to do much maneuvering with the machine. It felt like going down a mine shaft as we continued to descend without being able to see a thing, and it seemed we must have described two complete circles when suddenly the field appeared before us again, not any too plainly, but still distinguishable.

Chantelaube turned the nose of the biplane towards the earth and dived squarely at it for a space, and then shut off the motor and set us back on an even keel. Still traveling at great speed, we settled lightly towards the earth, and then the field searchlights flashed on and revealed the grassy expanse except that the grass looked sere and withered in the powerful rays of light instead of green and waving.

Back To Earth

There was scarcely any more shock when we touched the earth than when we had left it. We rolled along a field as smooth as a putting green for a hundred yards or so and then fetched up within a couple of rods of where we had started.

Chantelaube was out of the nacelle in a thrice, guiding my feet and helping me to descend. And as I set my foot on the ground again he grasped my hand warmly, and the officers who had bidden me goodby a little while before welcomed me with handclasps. Chantelaube had scored ten hits with the dozen bombs he had aimed at the canvas targets, which I had not even perceived.

I was turning to leave the field with a Lieutenant—to return to the roof of the Administration Building for my delayed coffee—and was inwardly reflecting that the dangers of night flying were greatly overestimated when a shout that the other machine was coming down went up from among the crowd of mechanicians and pilots standing near by. We stopped to watch it.

Tense Moments

The pilot of this machine had evidently nose dived a good way and was coming head on and dropping fast. The field searchlights licked their way along ahead of him, lighting up the ground, but even to me it seemed evident that he had a lot of speed. As he touched the earth and it became possible for all to realise how fast he was traveling a hush ran through the crowd. Every grimy mechanician and every leather and fur clad aviator and every horizon blue uniformed officer stood stock still, scarcely breathing, waiting for what seemed the inevitable. For right in front of the biplane stood a group of brick repair shops clearly outlined in warning electric lights, and the airplane was speeding towards them at better than forty miles an hour. And an airplane has no brakes.

The three little signal lights on the front of the biplane blended with the glow of the lamps on the building and the machine became indistinguishable from the structure!

"Il est mort!" and "Catastrophe!" wore on every one's lips, when suddenly the biplane was seen to leap over the building and go careering on its way. The machine had had speed enough for the pilot to switch on his motor again and rise and clear the barrier.

We waited for him to come round again and descend, while mechanicians raced down the field and waved lanterns to signal the pilot when to start coming down.

A Second Miscalculation

Once again he came head on and dived near to the earth. And "Trop vite!" burst from every throat as it was realised that once more he was coming down with too much speed. Once more the spectators went through the agonising torture of waiting tense seconds for him to smash up against the brick wall of the factory. Once more his biplane on its little rubber-tired wheels raced madly across the turf without apparently losing a bit of speed, and once more it lost itself in the bulk of the building against which it seemed doomed to destroy itself. And once more the biplane sprang like a tiger and cleared the building.

A sound—something between a cheer and a groan—a cheer that the pilot had escaped again and a groan of fear for what might happen if he flirted with death a third time—rose from the throng of watchers as they watched the tiny lights of the airplane making another circle.

And on the next lap the pilot dropped as slowly and gracefully as we had done, settled easily on the earth, rolled to a stop and climbed out of his fuselage.

He had entered the zone of darkness without properly taking his bearings, he explained, and the "zone" extended much nearer to the earth when he started to alight, so that he had been forced to come down too fast. He figured the machine would lose enough momentum before it crossed the field, but when he found it hadn't he had switched on his motor again. It had "caught," and he had been forced to keep running-straight for the buildings—almost to within a score of yards of them before rising—in order to pick up enough speed to leave the earth. Then when he made his second round he had not risen high enough to get clear of the zone of darkness, and so didn't realise his exact altitude.

His face was bloodless and great drops of perspiration stood on his forehead, although his hand was cold as marble when I gasped it and congratulated him on his escape.

"Did you see the stunts that last aviator did in making a landing?" a woman magazine writer asked when I reached the terraced roof of the Administration Building, where coffee and liqueurs were still being served as the party watched the flights. "He came down twice and drove his machine right towards that building, and then rose and flew right over it. I never saw such wonderful command of a machine and such nerve to do a thing like that on purpose. He might have been killed."

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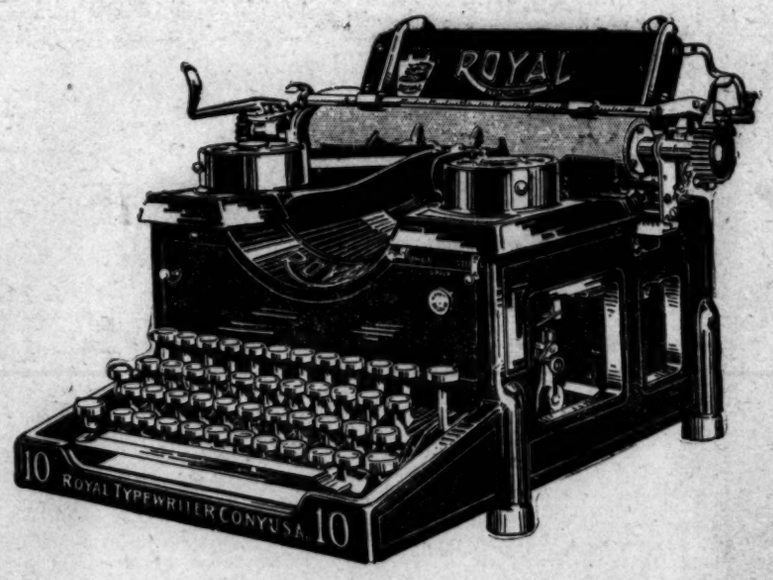

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FIGHT ON U-BOATS BEGINNING TO TELL

Patrols And New Devices Cut Loss Of Protected Ships To Half Of 1 Per Cent

U. S. BOATS AS CONVOYS

Successfully Develope Depth Bombs For Attack—American Ingenuity Helping

Washington, September 5.—New devices, applied through co-operation of the British and American naval forces in European waters, have had a percentible effect on German submarines warfare. In the case of merchant vessels that have had the benefit of the protection afforded by the new devices the losses have been reduced to one-half of 1 per cent. The Navy Department is confidently expecting an even greater improvement in the methods of protection.

While officials of the Navy Department are reticent, they are satisfied that American naval vessels have sunk some U-boats—how many the department does not know, but the reports received seem to leave no room for doubt that in several engagements the Americans scored.

The caution of the department in making any statement is due partly to the discovery that U-boats are resorting to subterfuge to give the impression to enemy craft that the submarines have been sunk. The favorite subterfuge is to release after submerging a quantity of oil and debris, which comes to the surface and appears to furnish evidence that explosive shells fired at the German underwater boats have been effective.

One apparent result of the American addition to the submarine patrol is that U-boats are operating further out at sea. This extension may be attributed also, in part, in the opinion of some naval officers, to the larger submarines, with greater steaming radius which the Germans have built. It is not known positively that there is a larger type of U-boats in operation, but naval officers suggest that only an unusually big submarine would proceed so far out to sea.

Now Convoying Vessels

No American naval vessel or transport has been injured by a German submarine. This success is attributed to the new methods, which embrace a convoy system put into effect recently. For a time the Government was inclined to the policy of letting merchant ships proceed to Europe without convoy, but it has now adopted the British plan of giving the protection of warships to such vessels.

There seems to be the heartiest co-operation between the British and American naval forces in European waters, and naval circles give great credit to the British for splendid activity and assistance.

American naval vessels have found that the "depth charge," which the British are said to have introduced, is one of the most effective methods of dealing the U-boats. The depth charge is a bomb that does not explode until it is a considerable distance under water. It is dropped over places where U-boats have been seen to submerge. While the subterfuge of the Germans in releasing oil and debris has cast some doubt on the results, the reports from some American naval vessels received in Washington seem to show conclusively that depth charges have sent U-boats to the bottom.

Officials here are much encouraged over the submarine situation. They are preparing to put into operation new and more effective methods, which are expected to bring results soon. Naval men say that German U-boats commanders will learn before long that traditional American ingenuity has not failed in this war.

The effect of the increasing patrol, of the employment of airplanes, and of the addition of new devices to the anti-submarine weapons has been to force the U-boats under water to a greater and greater degree. Their effectiveness is limited in proportion. They cannot run down a merchant ship of average speed if kept under water. They can operate only against ships that almost stumble upon them. And all the time they are under water, they are consuming the stored power of their storage batteries, decreasing their range of underwater action, and compelling them to come up at night and lie idle on the surface while their oil engines are used to recharge the batteries.

Confinement To A Zone

The underwater radius of the average U-boat is less than 150 miles under most favorable conditions. To get that distance it would have to travel at a rate of a very few miles an hour. It is argued, therefore, that if by means of aircraft, destroyers, and all other agencies for the detection of submarines a zone of 150 miles or less in width could be drawn about the German bases or the entrance of the North Sea in which a submarine could come to the surface only at rare intervals, the Germans would not be able to operate on a scale to threaten supply lines except inside that zone.

The decision of the Navy Department to spend $35,000,000 on new destroyers and destroyer building facilities, approved yesterday by President Wilson, is based on the effectiveness of the swift fighting machines, as proven by Admiral Sims's forces. Every effort to speed the new program as well as the old will be made, and during the next year the American destroyer force in European waters probably can be more than doubled. Destroyers now under construction are being rushed to completion and reports on progress are satisfactory.

American experts have developed a depth bomb for use against submarines that is deadly at considerable range. The bomb, containing a high explosive, is dropped from a destroyer over a spot where the presence of a submerged U-boat is indicated. It is timed to explode at a certain depth. If the explosion occurs below the U-boat and within a reasonable distance, the hull of the under water craft cannot withstand the pressure, but is crushed like an eggshell.

Airplanes are being used in conjunction with the destroyer work of the Allies along the French coast and in the English Channel. So far, the American destroyers have not worked with aircraft, but that means of detecting the presence of submarines will be used wherever practicable as the planes become available.

Deposed King Of Greece And His Family In Switzerland

Ex-King Constantine of Greece, two of his daughters and the ex-Crown Prince in a specially posed photograph taken in the garden of the Palace Hotel at Lugano, Switzerland, where the former monarch made his first stop after reaching neutral soil. It is reported that he will take up his permanent residence in Switzerland. Left to right, Princess Helen, the ex-King, Princess Irene and Crown Prince George.

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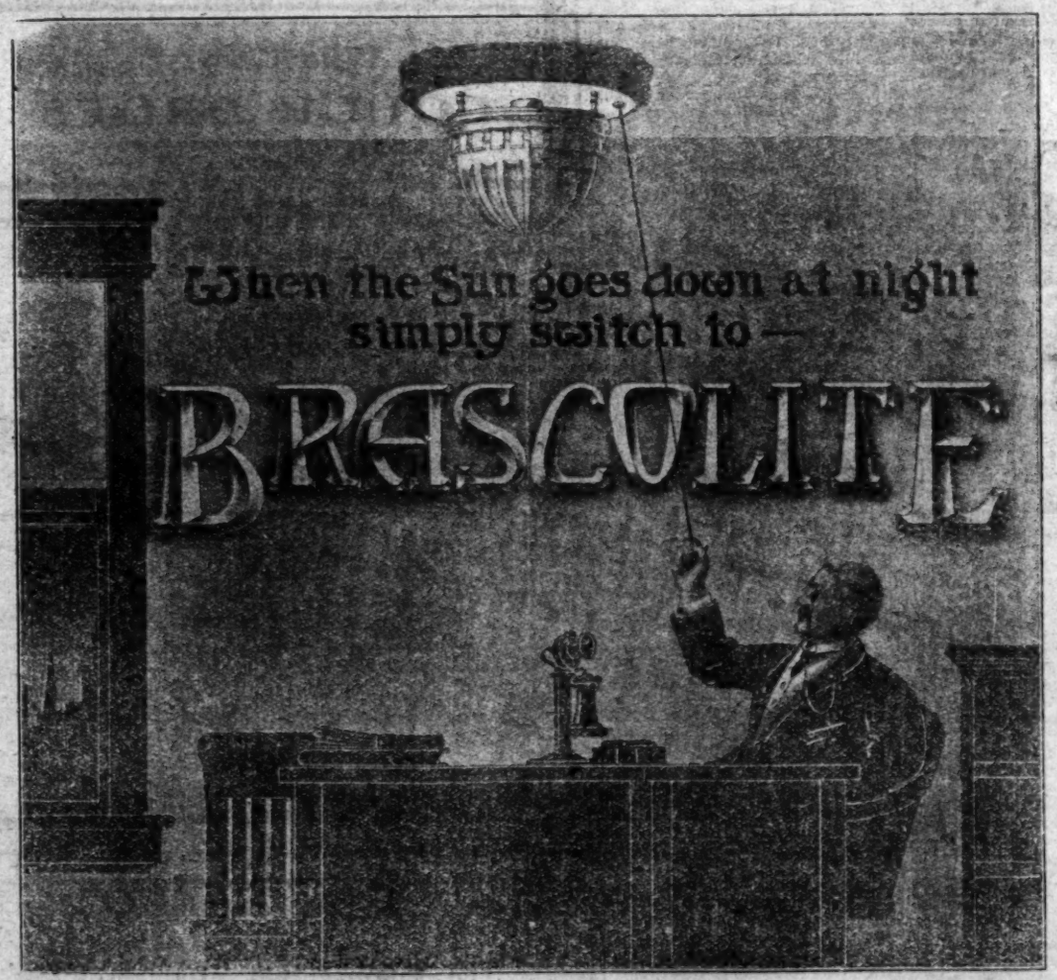

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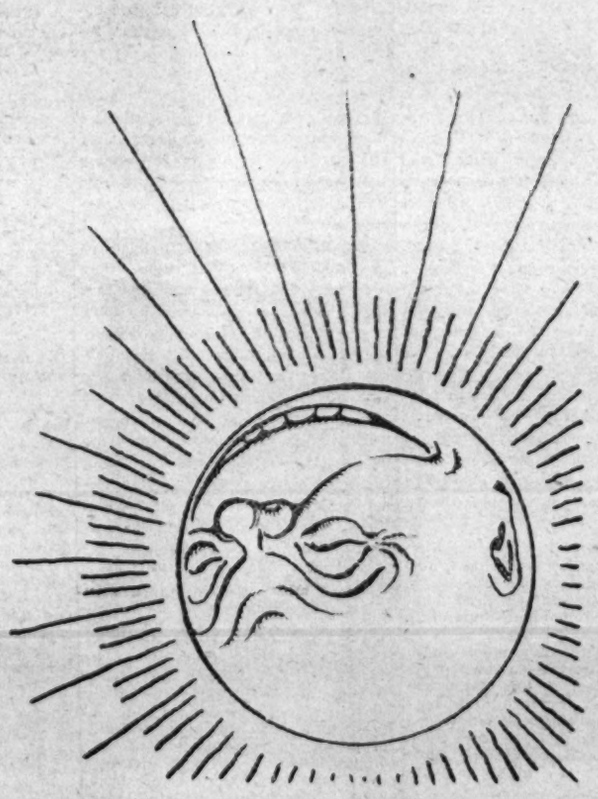

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War Game At Aldershot

By Judson C. Welliver

Scattered through many miles of the hills and valleys of Hampshire, an hour's ride southwest of London by fast train, is the world famous military camp of Aldershot. Nothing one may see in war time England gives so striking an impression of how war has become the supreme preoccupation of this nation.

It is only one of a number of great camps all generally similar; schools for making modern soldiers out of rookies in record time. Aldershot has indeed become, to a greater extent than most of the other camps a sort of college for training officers and non-commissioned officers; also a normal school for instructing instructors.

Over sixty years ago this camp was established, when Parliament bought 4,000 acres of land for the purpose. Today it has expanded from that modest beginning until one may spend a busy day in a fast automobile racing about from camp to camp, village to village, area to area, throughout a good part of a county, and yet not have time to see nearly all of it. To study and really understand its organisation and working is a task for weeks.

To Aldershot came the veterans of the Crimea to be reviewed by Queen Victoria. Here have been trained soldiers for all the little wars that England has waged in two generations all over the world; here has been developed that system of training which has made the British Tommy deserve and uphold the recognition that Napoleon gave him as the best fighting man of Europe. Here were brought together and trained the men who went away to the horrors of the South African campaigns; and here, in times past, have been put on "magnificent" military reviews at which Queen Victoria in her day and King Edward afterward reviewed upward of 30,000 men at a time.

How puny those figures seem today!

Aldershot makes it possible to understand what was meant by a competent French authority who recently declared that man for man, unit for unit, the British army is today superior to the German, and probably as strong in numbers. For Aldershot is war training down to the minute. The old German army was magnificently trained, but in a kind of war that is now largely archaic. From the day when the two armies, after the Marne dug themselves into those parallel lines of trenches from Switzerland to the sea, half the fundamentals of military method became scraps of paper. The ponderous German organisation could not instantly realise and dump the useless.

The British, starting at the bottom with the task of turning a nation's men into an army of five millions, discarded everything they didn't need and substituted what experience had proved they did need. That is why Aldershot is what it is today. "Needs must when the devil drives."

Miles of trenches have been built; parallel lines precisely reproducing war conditions. In one line are "Germans," wearing the German uniform; in the other, khaki clad British forces. They watch each other through telescopes, conduct raids, make night attacks, and, a highly important business indeed, are taught to be keen observers of the enemy's lines. Everything depends on this at times; and the difference between the capacities of men for observation are almost beyond belief.

Everything observed through telescope or periscope, is carefully written down on blanks provided for the purpose:

10:17 A. M.—Germans shovelling earth over front of parapet toward middle of line.

11:03 A. M.—Observer in periscope under plane tree changed, new man taking his place.

11:18 A. M.—Sniper fired shot from concealed loophole apparently at our periscope.

All of which with much more seemingly as trivial may, when reports from a long section of line are collated, convey important information to the commanding officer.

Training sharshooters for their work under trench conditions, using telescope sights, is a highly important business.

Nothing is more interesting than the education of men to be bombers. Bombing has developed wonderfully since this war began; some authorities imagine it will become in time more important than rifle work. Bombs range all the way from the German "oyster bomb," so called from its shape and size, to the 11 pound missile thrown by the Stokes gun. There is the common trench bomb weighing two to four pounds; the stick bomb, which is a trench bomb with a wooden stick attached to give a bigger swing and longer range in throwing it; bombs that can be fired from rifles with the greatest accuracy. Hand bombing is immensely important, but only skilled men can throw bombs accurately enough, so they are trained and the best throwers selected and then intensively trained.

All such services have demonstrated that the men skilled in games, such as cricket and bowling, become the best bombers, as indeed they become also the best soldiers. They are the indicated N. C. O.'s; officers and commanders of the future.

The use of gas is one development of this war which may, like the Zeppelin, prove at length a good deal of a fluke. At first it was a highly efficient weapon because of the terror inspired and the utter ignorance about defensive methods. Now, however, a variety of masks and respirators have been devised and the men at the front are always equipped with them. The most satisfactory is that used by the English—a hood strapped over the head to keep the gas out and absorb the poison from it; to this is attached a rubber tube, of which the soldier puts one end in his mouth while the other is attached to a tin can filled with absorbent chemicals that filter the poison out of the air. Through this tube the soldier breathes; a valve at the bottom of the can lifts and admits the air when he breathes.

The drill with the gas protectors is highly important, for unless a soldier can complete the adjustment of his mask during the period he is able to hold his breath he is likely at the first gas wave to be precisely as good as a dead soldier. With proper protection gas is harmless, and protectors as now perfected can be adjusted so rapidly that danger is at a minimum.

This makes the employment of gas waves less dangerous, but shell gas—the explosive shell that can be tossed anywhere up to six miles at will and that, exploding, frees its charge of deadly gas—that is still a most dangerous weapon. The lachrymator or weeping gas is not injurious to heart or lungs; it merely causes copious weeping and temporary blindness. Therefore the Huns find it especially useful in attacking batteries of artillery, whose gunners may be rendered hors de combat for a time if the gas gets to them. On the whole it seems now to be a mooted question whether the results from gas are sufficient to justify the cost and elaborate preparation.

Flying is one of the accomplishments to which vast attention is given at Aldershot; but flying is become a commonplace. Far more interesting was the realistic staging of a battle—an attack of a section of enemy lines, with artillery barrage forward and then back; then a bombing attack on a particularly strongly held section of the enemy lines where a troublesome machine gun required to be taken and destroyed.

This little battle was a precise reproduction of the real thing. The only variation consisted in the fact that instead of an actual artillery barrage a line of comparatively harmless bombs had been distributed along the line on which the barrage would have been laid, to be blown up at the proper moments. Thus the effect was exactly the same as if the shells had been dropping there every few seconds, but the danger to the men was eliminated. They were kept away from the immediate vicinity of the bombs.

Why the moving pictures have failed to make modern war a very impressive screen spectacle was apparent as one watched this imitation battle. When the men "went over the top" for a dash through No Man's Land toward the enemy trenches, probably 250 yards away, there was no spectacle about it. They slunk and crept along without formation or organisation. Being rookies, they were more nervous than veterans would have been about approaching their own barrage ahead.

Bombs from the Stokes guns were being constantly tossed over their heads into the line of their barrage

(Continued on Page 14)

The Living Present By Gertrude Atherton

Without the help of the women France could not have remained in the field six months.

This war has been one of the greatest incentives to women in all the belligerent countries that have been known in the history of the world.

These are the statements of Gertrude Atherton. The distinguished American writer has just written a book, "The living Present" (Stokes), presenting some of the war time achievements of French women, which will be an inspiration to the women of America in the present crisis.

The most astonishing stories are those about the sheltered and petted women of Paris, of the ornamental, "useless" type, who suddenly developed energy and executive ability, and who have performed invaluable service. Her inspiring account also touches on other phases of women's work in war time.

Mrs. Atherton went to France last summer to study the work of the French women. She says:

"My original intention was to remain in France for a month, gathering my material as quickly as possible, and then cross to England. I remained three months and a third in France—from May 9, 1916, to August 19. I remained in France so long because I was never so vitally interested in my life. I could not tear myself away, although I found it impossible to get my material into shape there."

One of the first things which impressed Mrs Atherton was the quickening, in French women, of qualities so long dormant that they were hardly suspected.

"The French women of the middle and lower bourgeoisie and of the farms," she says, "stepped automatically into the shoes of the men called to the colors in August, 1914, and it was, in their case, merely the wearing of two pairs of shoes instead of one, and both of equal fit.

"The women of those clearly defined classes are their husbands' partners and coworkers, and although physically they may find it more wearing to do the work of two than of one it entails no particular strain on their mental faculties or change in their habits of life. Moreover, France since the dawn of her history has been a military nation, and generation after generation her women have been called upon to play their important role in war, although never on so vast a scale as now.

"To the student of French history and character nothing the French have done in this war is surprising. Nevertheless it seemed to me that I had a fresh revelation every day during my sojourn in France in the summer of 1916. Every woman of every class (with a few notable exceptions seen for the most part in the Ritz Hotel) was working at something or other; either in self-support, to relieve distress or to supplement the efforts and expenditures of the Government (two billion francs a month); and it seemed that I never should see the last of those relief organisations of infinite variety known as 'oeuvres.'"

To exemplify a type of creative personality which is accomplishing original and indispensable results Mrs. Atherton cites the case of Mme. Balli, the originator of the "comfort package."

A Butterfly Transformed

"Up to the outbreak of the war Mme. Balli was a woman of the world, a woman of fashion to her finger tips, a reigning beauty, always dressed with a costly and exquisite simplicity. Some idea of the personal loveliness which, united to her intelligence and charm, made her one of the conspicuous figures of the capital may be inferred from the fact that her British husband, an art connoisseur and notable collector, was currently reported deliberately to have picked out the most beautiful girl in Europe to adorn his various mansions.

"Mme. Balli has black eyes and hair, a white skin, a classic profile and a smile of singular sweetness and charm. Until the war came she was far too absorbed in the delights of the world—the Paris world, which has more votaries than all the capitals of the world—the changing fashions and her social popularity to have heard so much as a murmur of the serious tides of her nature.

"Although no one disputed her intelligence— a social asset in France, odd as that may appear to Americans—she was generally put down as a mere femme du monde, self-indulgent, pleasure loving, dependent—what our more strident feminists call parastic. It is doubtfull if she belonged to charitable organisations, although, generous by nature, it is safe to say that she gave freely.

"In that terrible September week of 1914 when the Germans were driving like a hurricane on Paris and its inhabitants were fleeing in droves to the south Mme. Balli's husband was in England, a brother-in-law had his hands full and Mme. Balli was practically alone in Paris. Terrified of the struggling hordes about the railway stations even more than of the advancing Germans, deprived of her motor cars, which had been commandeered by the Government, she did not know which way to turn.

"But her brother-in-law suddenly bethought himself of this too lovely creature who would be exposed to the final horrors of recrudescent barbarism if the German entered Paris, he determined to put public demands aside for the moment and take her to Dinard, whence she could if necessary cross to England.

"He called her on the telephone and told her to be ready at a certain hour that afternoon, and with as little luggage as possible, as they must travel by automobile. 'And mark you,' he added, 'no dogs!' Mme. Balli had seven little Pekingese to which she was devoted.

"There were seven passengers in the automobile, however, of which the anxious driver, feeling his way through the crowded streets and apprehensive that his car might be impressed at any moment, had not a suspicion. They were in hat boxes, hastily perforated portmanteaux, up the coat sleeves of Mme. Balli and her maid, and they did not begin to yelp until so far on the road to the north that it was not worth while to throw them out.

The Germ Of 'Comfort Packages.'

"At Dinard, where wounded soldiers were brought in on every train, Mme. Balli was turned over to friends, and in a day or two, being bored and lonely, she concluded to go with these friends to the hospitals and take cigarettes and smiles into the barren wards.

"From that day until I left Paris on August 17, 1916, Mme. Balli had labored unceasingly; she is known to the Government as one of its most valuable and resourceful aids; and she works until 2 in the morning, during the quieter hours, with her correspondence and books, and she had not up to that time taken a day's rest. I have seen her so tired that she could hardly go on, and she said once quite pathetically, 'I am not even well groomed any more.' I used to beg her to go to Vichy for a fortnight, but she would not hear of it.

"One of her friends said to me: 'Helene must really be a tremendously strong woman. Before the war we all thought her a semi-invalid who pulled herself together at night for the opera, or dinners, or balls. But we didn't know her then, and sometimes we feel as if we knew her still less now.'

"It was Mme. Balli who invented the 'comfort package' which other organisations have since developed into the 'comfort bag,' and founded the œuvre known as 'Reconfort du Soldat.'

"I went with her one day to one of the eclope stations and to the Depot des Isoles, outside of Paris, to help her distribute comfort packages—which, by the way, covered the top of the automobile and were piled so high inside that we disposed ourselves with some difficulty. The packages, all neatly tied and of varying sizes, were in the nature of surprise bags of an extremely practical order. Tobacco pipes, cigarettes, chocolate, toothbrushes, soap, pocket knives, combs, safety pins, handkerchiefs, needles and thread, buttons, pocket mirrors, postcards, pencils, are a few of the articles I recall. The members of the committee meet at her house twice a week to do up the bundles, and her servants also do a great deal of the practical work.

For Men Returning To Front

"The comfort packages are always given to the men returning to their regiments on that parti ular day. They are piled high on a long table at one side of the barrack yard, and behind it, on the day of my visit, stood Mme. Balli, Mrs. Allen, Mr. Holman-Black and myself, and we handed out packages with a 'Bonne chance' as the men filed by. Some were sullen and unresponsive, but many more looked as pleased as children and no doubt were as excited over their 'garbs,' which they were not to open until in the train. They would face death on the morrow, but for the moment, at least, they were personal and titillated.

"Chaptal and Villemin are only two of Mme. Balli's hospitals. I believe she visits others, carrying gifts to both the men and the kitchens, but the only other of her works that I came into personal contact with was an oeuvre she had organised to teach convalescent soldiers, mutilated or otherwise, how to make bead necklaces. These are really beautiful and are another of her own inventions. Mme. Balli has sold hundreds of these necklaces. The men receive a percentage of the profits and will have an ample purse when they leave the hospital. Another portion goes to buy delicacies for their less fortunate comrades.

"It is doubtful if any of these men who survive and live to tell tales of the great war in their old age will ever omit to recall the gracious presence and lovely face of Mme. Balli, who came so often to make them forget the sad monotony of their lives, even the pain in their mutilated limbs, the agony behind their disfigured faces, during those long months they spent in the hospitals of Paris. And although her beauty has always been a pleasure to the eye, perhaps it is now for the first time paying its great debt to nature."

The Silent Army of Women

A contrasting picture of another kind of necessary work performed by women was presented to Mrs. Atherton casually by Mme. Paquin. The famous dressmaker's home is in the beautiful suburb of Neuilly, past which in the early mornings creak the great wagons on their way from outlying gardens and orchards to the Paris markets. Mobilisation took place on Sunday, and when early Monday morning Mme. Paquin heard the familiar rumble, just as though all the men had not left, she sprang to her window to look out.

"There in the dull gray mist of the early morning," narrates Mrs. Atherton, "she saw the familiar procession. There were the big trucks drawn by the heavily built cart horses and piled high with the abundant but precisely picked and packed produce of the market gardens. Paris was to be fed as usual. People must eat, war or no war. In spite of the summons which had excited the brains and depressed the hearts of a continent, those trucks were playing their part in human destiny, not even claiming the right to be five minutes late.

"The only difference was that the seats on this gloomy August morning of 1914 were occupied by large, stolid peasant women, the wives and sisters and sweethearts of the men called to the colors. They had mobilised themselves as automatically as the Government had ordered out its army when the German war god deflowered our lady of peace.

"These women may have carried heavy hearts under their bright coifs and cotton blouses, but their weather-beaten faces betrayed nothing but the stoical determination to get their supplies to the Halles at the usual hour. And they have gone by every morning since. Coifs and blouses have turned black, but the hard, brown faces betray nothing, and they are never late.

"Up in the Champagne district, although many of the vineyards were in valleys between the two contending armies, the women undertook to care for the vines when the time came, risking their lives rather than sacrifice the next year's vintage. Capt. Sweeney of the Foreign Legion told me that when the French soldiers were not firing they amused themselves watching these women pruning and trimming as fatalistically as if guns were not thundering east and west of them, shells singing overhead.

"For the most part they were safe enough, and nerves had apparently been left out of them; but once in a while the Germans would amuse themselves raking the valley with guns. Then the women would simply throw themselves flat and remain motionless—sometimes for hours—until 'Les Boches' concluded to waste no more ammunition.

'Business as Usual' in Rheims

"In Rheims the women have never closed their shops. They have covered their windows with sandbags, and by the light of lamp or candle do a thriving business while the big guns thunder.

"The Mayoress of a small town near Paris told me of three instances that came within her personal observation and expressed no surprise at one or the other. One was of a woman whose husband had been a wage earner and with six or eight children had been unable to save anything. The allocation (the Government allowance) was not declared at once, and this woman lost no time bewailing her fate or looking about for charitable groups of ladies to feed her with soup. She simply continued to run her husband's wine shop, and as the patronage was necessarily diminished was one of the first to apply when munition factories invited women to fill the vacant places of men.

"She chose to work at night that she might keep the wine shop open by day for the men too old to fight and for the rapidly increasing number of 'reformes'; those who had lost a leg or arm or were otherwise incapacitated for service.

"A sister, who lived in Paris, immediately applied for one of the thousand vacant posts in bakeries, cut bread and buttered it and made toast for a tea room in the afternoon and found another job to sweep out stores. This woman had a son stil under age, but in training at the front. He had been in the habit of paying her periodical visits, until this woman, already toiling beyond her strength to support her other children, sat down one day and wrote to the boy's commanding officer asking him to permit no more leaves of absence, as the ordeal was too much for both of them.

"When I arrived in Paris in May (1916) a little girl had just been decorated by the President of the republic. Her father, the village baker, had made one of those lightning changes from citizen to soldier and her mother had died a few weeks before. She was an only child. The bakery had supplied not only the villages but the neighboring inn, which had been a favorite lunching place for automobilists. Travelling for pleasure stopped abruptly, but as the road that passed the inn was one of the direct routes to the front it still had many hasty calls upon its hospitality.

"Now, breadmaking in France is a science, the work of the expert, not of the casual housewife. The accomplished cook of the inn knew no more about mixing and baking bread than he did of washing clothes, and there was but this one bakery, hitherto sufficient, for the baker and his wife had been strong and industrious. The inn was in despair. The village was in despair. A Frenchman will go without meat, but life without bread is unthinkable.

"No one thought of the child.

"It is possible that in her double grief she did not think of herself—for twenty-four hours. But the second day after mobilisation her shop window was piled high with loaves as usual. The inn was supplied. The village was supplied. This little girl worked steadily and unaided at her task until her father a year later returned minus a leg to give her assistance of a sort.

"The business of the bakery was nearly doubled during that time. Automobiles containing officers, huge camions with soldiers packed like coffee beans, foot weary marching regiments with no time to stop for a meal, halted a moment and bought the stock on hand. But with only a few hours sleep the girl toiled on valiantly, and no applicant for bread was turned empty handed from the now famous bakery.

"How she kept up her childish strength and courage without a moment's change in her routine, and

(Continued on Page 13)

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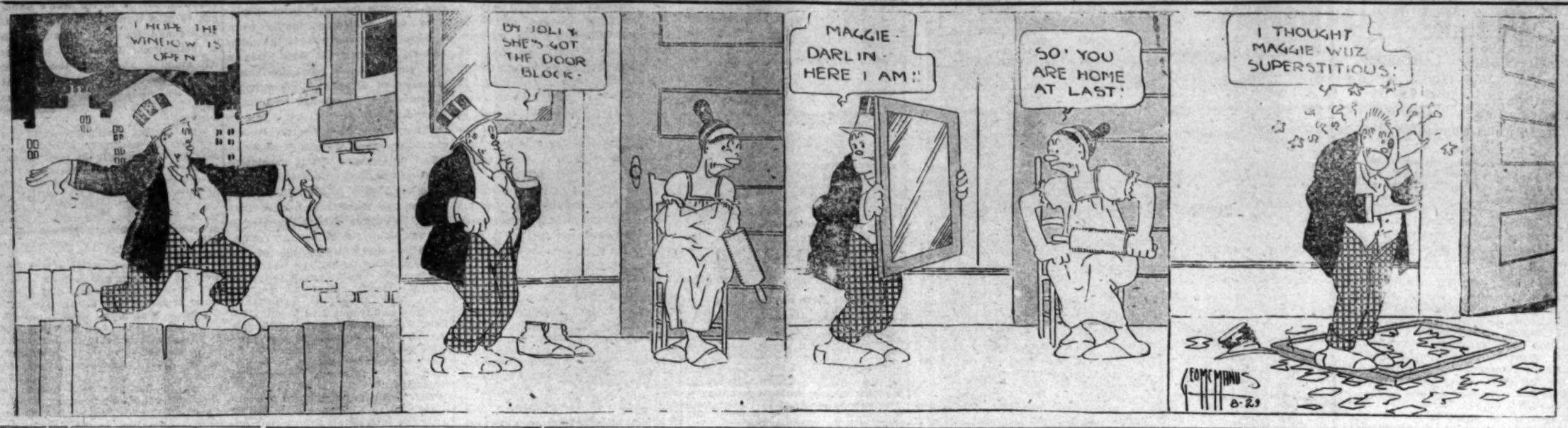
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GEO MCMANUS 8-29

Love, Home and Table Topics By Clever Writers — Daily Home Magazine Page — A Good Page to Read in the Leisure Hour

Don't Lie To Children

Do not lie to children. They will soon learn you are lying; you will lose their confidence; and their respect for you will be gone. When you tell them fairy stories, let them understand they are stories. Enjoyment of the tales will not be less. Some try to control children by telling them they will be whipped, thrown out of the window, that the "bogy man" will catch them, that they will be "sold to the ragman," or the policeman will get them, and by making many other untrue, senseless threats. The child soon discovers that none of these things occurs. He ceases to fear the threat and become as disobedient as ever—perhaps more so, since such threats act like dares to continue.

One bad threat often made to children is that the policeman will get them and take them to jail. Children should be taught that the policeman is a friend, not an enemy. They should be trained to know the policeman is one to guard them from harm and to help them in trouble.

The evil of a lie to a child cannot be estimated. It does not correct the child's behavior. One loses the child's respect, and one's authority is consequently weakened. A more serious result, however, is that the child learns to lie. Any lie is an attempt to deceive and must have evil consequences both for one's self and the child to whom the lie is told. One should never make a threat one cannot perform. Threats are bad at the best. There are other ways to accomplish one's purpose. If you would keep your children honest with you, be honest with them—*Milwaukee Journal.*

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Perils And Benefits Of A Diet Of Fruit

Whosoever eats fruit as a preponderant article of diet soon learns that it has manifold disadvantages, especially in childhood, says the Medical Record. Because of the exquisite flavor and refreshing quality of fruit the child is naturally attracted to it and will eat it to excess. The bowel disorders that are apt to follow its use can of course be explained in part by infected dirt and dust.

Much must depend on the evolution of the fruit—whether extremes of heat, cold, humidity, etc., have interfered with normal maturity. Certain kinds of fruit, as oranges, grapes and ripe bananas, are so bland that they can be eaten freely. Others are laxative, some are astringent, while a few, like the strawberry, have for many persons some specially irritating if not toxic property.

Fruit should be washed well, and all fruits that can be peeled should be.

"Fruit," says the Medical Record, "is recommended especially for the rheumatic, gouty, arteriosclerotic (preliminary period) and numerous other classes of invalids, for its content of organic acids. The apparent value of fruit in constipation is known to the public. Where there is danger of deficiency disease, as in the case of bottle-fed infants, sailors, etc., the value of fruit juices is also well known.

"Hence certain classes of subjects profit by being fruitarians to a considerable extent, but exclusive fruitarianism is a chimera for many reasons."

The Living Present

(Continued from Page 12)

on insufficient sleep, can only be explained by the twin facts that she came of hardy peasant stock and, like all French children, no matter how individual, was too thoroughly imbued with the discipline of 'the family' to shirk for a moment the particular task that war had brought her."

Women Munition Makers

Of all the stories of women's part in the war, those which amaze Americans the most, perhaps, are the ones which recount their prowess at munition making. Mrs. Atherton tells that a manager of one of the Paris munition factories first employed women workers with the deepest misgiving.

"Those seeking positions," she narates, "were just the sort of women he would have rejected if the sturdy women of the farms had applied and given him any choice. They were girls or young married women who had spent all the working years of their lives stopping over sewing machines sunken chested workers in artificial flowers, confectioners, florists, waitresses, clerks. One and all looked on the verge of a decline, with not an ounce of reserve vitality for work that taxed the endurance of men.

"But, as they protested that they not only wished to support themselves instead of living on charity, but were passionately desirous of doing their bit while their men were enduring the dangers and privations of active warfare, and as his men were being withdrawn daily for service at the front, he made up his mind to employ them and refill their places as rapidly as they collapsed.

"He took me over his establishment and showed me the result. It was one of the astonishing examples, not only of the grim courage of women under pressure, but of that nine lived endowment of the female, in which the male can never bring himself to believe save only when confronted by practical demonstration.

"The women had high chests and brawny arms. They tossed thirty and forty pound shells from one to the other as they once may have tossed a cluster of artificial flowers. Their skins were clean and often ruddy. Their eyes were bright. They showed no sign whatever of overwork. They were almost without exception the original applicants.

"I asked the superintendent if there were no danger of heart strain. He said there had been no sign of it so far. Three times a week they were inspected by women doctors appointed by the Government, and any little disorder was attended to at once. But not one had been ill a day. Those that had suffered from chronic dyspepsia, colds and tubercular tendency were now as strong as if they had lived their lives on farms. It was all a question of plenty of fresh air and work that strengthened the muscles of their bodies, developed their chests and gave them stout nerves and long nights of sleep.'

Coiffeur, Powder and Overalls

"As I looked at those bare, heavily muscled arms I wondered if any man belonging to them would ever dare say his soul was his own again. But as their heads are always charmingly dressed (an odd effect surmounting the greasy overalls) and as they invariably powder before filling out at the end of the day's work it is probable that a comfortable reliance may still be placed upon the ineradicable coquetry of the French woman. And the scarcer the men in the future the more numerous no doubt will be the layers of powder.

"I asked one pretty girl if she really liked the heavy, malodorous work, and she replied that making boutonnieres for gentlemen in a florist shop was paradise by contrast, but shew was only too happy to be doing as much for France in her way as her brother was in his. She added that when the war was over she should take off her blue linen apron streaked with machine grease once for all, not remain from choice, as many would. But meanwhile it was not so bad. She made ten francs a day. Some of the women receive as high as fifteen. Moreover, they bossed the few men whose brawn was absolutely indispensable and must be retained in the usine at all costs.

"These men took their orders very meekly. Perhaps they were amused. The French are an ironic race. Perhaps they bided their time. But they never dreamed of disobeying those Amazons whose foot the Kaiser of all the Boches had placed on their necks."

One of the greatest of the munition factories is at Lyons, in the buildings of the exposition held shortly before the outbreak of the war.

"Here," says Mrs. Atherton, "not only were thousands of women employed, but a greater variety of classes. The women of the town, unable to follow the army and too plucky to live on charity, had been among the first to ask for work. The directeur beat his forehead when I asked how they behaved when not actually at the machines, but at least they had proved as faithful and skilful as their more respectable sisters."

Wine Rations Increased

The French Government has recently increased the ration of wine it gives to its soldiers every day. The ration is now 3-4 litre to men in the first line trenches, 1-2 litre to those in the second trenches and 1-4 litre to those on the back lines. A litre is almost exastly a quart.

Besides this, in order that the men may be able to obtain an extra quantity at the lowest price, the Government has established co-operative stores, under the control of the military authorities, and for these it has bought wine which, for the Bordeaux claret alone, exceeds 300,000 bottles a month.

Great Britain serves to the soldiers and sailors a daily ration of rum.

To get rid of ants on the lawn wet a large sponge and sift sugar on it and place it near the ant hills. As soon as it is filled, drown the ants in in a pail of water.

Talks to Mothers

No. 1

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FRANCE IN NEED OF MORE TOILERS

Government Estimates 370,000 Are Required—Has Drawn 80,000 From Army

100,000 FARM LABORERS

Census Of 1911 Shows The Intensively Industrial Character Of Her Population

The French Government estimates that 365,000 to 370,000 laborers are needed to take care of civil work on farms and elsewhere. For work carried on in agriculture during the spring 200,000 were required and will be needed in 1918. During the haymaking period the need rises to 300,000; during the harvesting, 330,000; during threshing, 270,000; in the vintage season, 230,000; in autumn, 190,000 and in winter, 36,000. About 80,000 men have been temporarily furloughed from the army for farmwork.

In addition to agriculture, transportation and revictualing require 50,000 laborers; public works need 16,500; munition plants, 103,000; labor in the rear of the army zone, 25,000; commissariat, engineer corps, aeronautics, 26,000; marine, 3,000.

A part of the requirements as to engineer construction and transportation already have been supplied from the United States in the shape of regiments of engineers, foresters and railway hands, to run trains, build houses and bridges, repair ruins, &c. From 50,000 to 70,000 women have been drafted in France to do some of the civil labor ordinarily performed by men.

170,000 Foreign Workers

Approximately 170,000 laborers have been obtained temporarily as follows: North African, 50,000; Chinese, 20,000; Indo-Chinese, 30,000; Madagascans, 10,000; Greeks, Italians, Portuguese, 10,000; Spaniards, 50,000. Of this total 45,000 have been reserved for agriculture.

This leaves a deficit of more than 100,000 in permanent agricultural labor in France and this deficit will have to be supplied by the early part of 1918. There is also a deficit of 100,000 in other civil labor needs. Of these 200,000, at least 150,000 must be men. The United States is looked to for some of this deficiency.

The number of women employed in making munitions and other war materials in France has increased to approximately 400,000. The percentage of work now being carried on in the various industries in France, as compared with 100 per cent. normal in each industry, is as follows, the figures showing the percentage: Foodstuffs, 114; chemicals, 125; rubber, paper, cardboard, 95; printing and book making, 78; textiles, 93; clothing, straw, hair, feathers, 85; leather and skins, 90; works in wood, 91; metallurgy, 43; diamond cutting and work in art metals, 71; quarrying and stone construction, 82; pottery and stoneware, 76; warehousing and transport, 128; various commercial activities, 95—average for all, 111 per cent.

Intensely Industrial

The intensely industrial character of France is shown by the fact that, according to the census of 1911, 20,931,221 of the total population of 39,192,123 were gainfully employed. Of the gainfully employed, 13,212,207 were males. This was 68.6 per cent of the total male population of 19,254,444. The 7,719,014 females gainfully employed were 38.7 per cent of the total female population of 19,937,689. Housewives were not included in the gainfully employed, nor were French citizens sojourning abroad, nor persons living wholly on their income, nor travellers without occupation, nor inmates of penal institutions or hospitals. Also excluded were 28,000 persons living on the Belgian frontier, who came daily to France to earn their living.

Of those gainfully employed in France, both sexes included 8,517,000 were in agriculture; 7,486,000 were in industry; 2,053,000 were in commerce; 1,225,000 in the liberal professions and in public office, and 929,000 in domestic service. Over 721,000 in 1911 were in the army, navy, merchant marine and fishing. Of the 8,517,000 in agriculture, 3,238,000 were women. There were 2,535,000 women in industry and 835,000 in commerce.

Nearly Half In Agriculture

In each 1,000 persons gainfully employed in France, 442 are in agriculture, under normal conditions, 388 are in industry, 106 are in commerce, and 64 are in the liberal professions or hold public office. In 1866, in France, 537 out of every 1,000 persons gainfully employed were in agriculture. This is a decrease of 18 per cent. in 1911 as compared with 1866, and shows that France in that period has become more industrial and less agricultural.

Of the 5,279,000 males in agriculture in France, 2,872,935 are owners of estates, tenants or share farmers, and 1,881,842 are day laborers. Of the 3,238,000 women in agriculture, 2,346,529 are owners of estates, tenants, or share farmers, and 667,848 are day laborers in the fields, the rest being agricultural domestic servants. Excluding those in agriculture, 771,024 women in France are in domestic service, and 178,059 others are salaried cooks.

Thus, out of each 1,000 persons of both sexes in France in gainful occupations, 380 of those in agriculture are women, 348 in industry are women, 406 in commerce are women, 275 in the professions and in public office are women and 830 in domestic service are women. The proportions of the sexes in agriculture and industry had not changed since 1906. Of every 1,000 women in France in gainful employment, 525 are married.

German Boy Soldiers Captured

These young German prisoners, taken in the Oise district by the French, belong to the class of 1918, mere boys. A French officer is questioning them.

THE VALUE OF MONEY

The Value of Money. By B. M. Anderson, Jr. New York: The Macmillan Company. $2.25 gold.

The Assistant Professor of Economics at Harvard is an economic progressive, and has broken new ground in a manner to challenge the attention of the orthodox. He disputes the theory that prices respond to the quantity of money in circulation and that the value of money depends upon the intrinsic value of its bullion content. He also is a heretic regarding the doctrine that banking is, or should be, chiefly concerned with commercial credits. He contends that banking is more concerned with financing industry than commerce, and speculation than ordinary trade. Apparently his conclusions come near startling himself for he admits that there would be difficulties about proposing that the Federal Reserve Bank should rediscount loans upon Stock Exchange collateral. No one should think that Professor Anderson rushes into these disputes unprepared for defense of his positions. Seldom does a book developing such novelties show such signs of patient study. Almost too much attention has been given to details and to defense of his differences with the defenders of the orthodox ideas on these subjects.

The central idea of the book is that the bulk of business is devoted to change in economic conditions rather than to the simple supply of necessities by purchase and sale under settled conditions. Earlier writers have devoted most attention to business under conditions which are stable or static. Professor Anderson attaches greater importance to the use of money in dynamic exchanges or exchanges with the view of producing dynamic readjustments rather than exchange in accordance with established conditions. To support his position he studies the relative proportion of retail and wholesale trade, of domestic and foreign trade, of speculation on all exchanges for dealings in commodities or securities. The conclusion reached is that an "overwhelming" bulk of banking is connected with speculation and that speculation is worthy of more respect and of banking support. This is maintained not for the sake of speculation as speculation, but because of speculation's effect in stimulation of trade. Considering the attention now given to the suppression of speculation, the proposition will seem a daring one. But it is not yet proved that the suppression of speculation will accomplish what is desired. Even if speculation should be suppressed with advantage under conditions like the present, it would not follow that it would be desirable under normal conditions, and it is for such conditions that the book is written. War finance is a thing by itself.

The doctrine that the value of money depends upon the intrinsic value of bullion is so universal that attention is arrested by the denial of it, or rather by an addition to it. For intrinsic value Professor Anderson substitutes "social economic value," and applies it both to goods and to money. Money and what it buys have their values respectively at something above, before exchange, and independent of exchange. Thus any price or all prices may change without change in the value of money. Or money may alter in value, goods remaining constant in value. Value is psychological in its nature, and the value of money lies in its use as an agent in "social motivation." More or less may be necessary to effect the same exchanges according to the ease or difficulty of social motivation, which alters with relation to psychological influences. Such considerations do not support such factors as the quantity of money, the volume of credit or of trade, or the velocities of circulation of money or credit, but they operate along with them and have an importance not hitherto appreciated.

"The main use of money and credit is to assist transitions and readjustments, thus reducing the shock of dynamic changes. Bank clearings fluctuate in correlation with exchange operations. The great bulk of banking is in speculative centers. More than half the checks deposited in the United States are deposited in New York City. Yet "New York cannot displace London as the center of world finance, the dollar cannot displace the pound sterling in financing international trade, because New Yorkers do not speculate enough."

It is a hard saying, but is redeemed by the explanation that "speculation" is used in the good meaning of intelligent forecasting of the future thus performing a service to trade, not concerned with stock rigging. Speculation of that good sort standardises everything, and reduces fluctuations to narrowest limits. Anything can be sold in London at the nearest approximation to its real worth. "Consequently New York banks cannot have either the volume or variety of marketable goods and securities dealt in London, and New York must remain London's auxiliary, and must need a larger amount of gold in reserve to redress the greater fluctuations in banking collateral. Sound speculation is a substitute for gold by reducing the fluctuations in collateral in banks. Such speculation is a sort of discount of the future, and tends toward static conditions. War is productive of dynamic conditions. Recently we have had a conflict between these two conditions, and, in the opinion of the author, war speculation has kept "the general economic situation in fairly stable equilibrium, with most of the probable sources of disaster foreseen and 'discounted.'"

Beliefs and hopes are factors in economic values. Successful business men must adapt themselves to such psychological factors. Masters of men know how to control and manipulate values by making use of mentality in economics. The mere fact that big men are buying or selling makes values fluctuate in an economic meaning, not in the sense used by demagogues. They set the dynamic note which controls values and prices when other economic factors are static.

The work is of especial value to men whose work lies in controlling and making values rather than in making passive adjustments to existing values. Many leaders of finance are practicing unawares the theories of trade which Professor Anderson expounds in form so novel that it is sure to arouse debate as to the practicality of finance as using dollars as engineers use motors. The dollar is declared to contain "social values," that is, power over the actions of men, besides intrinsic values of bullion. The psychological significance of the dollar is made at least as interesting as the physical qualities to which its values have heretofore been attributed. It may be supposed that there will be many echoes.

War Game At Aldershot

(Continued from Page 12)

and exploding with tremendous uproar. Machine guns were rattling, rifles crackling; the roar of the exploding shells filled the heavens. Sometimes the men ran forward, sometimes they found cover in shell holes; again they crept along. It was observable that even these learners were discovering the art of getting from one shell hole to another under the cover of the huge geysers of earth and smoke tossed up when a big shell exploded.

On the whole as a stage performance it was distinctly disappointing. Those who have most frequently seen the real article admit that it likewise lacks the heroic and spectacular.

The bayonet school in the big gymnasium quite unexpectedly provided a much more exciting spectacle. The bayonet fighter quickly became imbued with the blood lust, and we were told that it was constantly necessary to watch the men carefully lest the more excitable among them forget that they were merely practising and turn practice into a real fight.

The fighting expression takes possession of the human countenance very promptly after the fighting begins. Young farmers from Yorkshire and adolescent clerks from London offices who entered the room looking anything but blood thirsty and vicious would have the countenances of demons three minutes after the first practice of thrust and parry had begun.

"This is one of the most important instructions we give," said the officer in charge. "It is absolutely necessary to fill the man with a complete confidence in himself and his weapon; to make him believe that he is the master of both his weapon and his enemy; to make him realise, too, that unless he kills his man he is going to be killed."

Somehow one suspects that our pacifist friends might as well be kept away from the gymnasium where this bayonet drill is going on. They would be very sure to discover that it was a school savagery. And it is, too—a savagery that must be developed if civilisation is to be saved from universal reversion to barbarism.

The greatest difficulty in describing a visit to Aldershot is in dealing with the interesting things that are not allowed to be dealt with. So much that would be most interesting, most convincing, must not be told about. I might give a thrilling account of a midnight clash between opposing patrols in No Man's Land; but to give it would involve violating a confidence about certain details of method and tactics that must not be violated and that the censor would protect if I didn't. So the story of the night patrols raiding each other through inky blackness will have to go untold.

At Aldershot they tell you the first business in making a soldier is in making a physically fit men, quick, confident in himself, always able to co-ordinate the operations of eye, brain and muscle. No matter if they do paint the visage of a demon on inoffensive youth during bayonet practice, they send the youth out a better physical specimen than he ever was before.

We saw an acre or two of straight, well set up young chaps doing modified Swedish calisthenics and afterward breaking into groups for field games. Watching them, nobody could doubt that the war is going to bring vast benefits to those who come out of it alive in possession of all their anatomical appurtenances.

Though the man who has a leg shot off, of course, doesn't benefit greatly by a course of instruction that teaches him to walk well!

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AT THE APOLLO —— ALWAYS A GOOD SHOW

How The Italians Blast And Bore To Victory On Carso

By George A. B. Dewar

Italian Headquarters,—The Carso is a stony wilderness, sprinkled with such scrubby plant-growths as one finds throughout the Mediterranean area from the south of France even down to the Sahara. It includes some beautiful flowers earlier in the season. Its butterflies, too, are lovely—among them Cleopatra, which is our common sulphur butterfly plus a dab of vivid orange, and our swallow-tail of the Cambridge and Norfolk fens—while many delicate warblers find a haven in its thickets. But it is a wilderness, stony-hearted towards man, and only in the dolini—as I think they are called—can he wring from it the scantiest livelihood. Dolini are patches of ground holding a little moisture, trifling bases, and here some scraps of maize and other foods can be cultivated. Otherwise the plateau is barren as an old dry sea beach.

Difficulties beset the Italians in their campaign on the Carso, such as dearth of water and the harsh character of the ground, which cannot be dug into but only yields to blasting and boring with machinery. Nor are the Carso hills to be despised. Some are steeper and higher than Vimy or anything I have seen on the Somme. But it is not really the Carso, it is the Alp that utterly differentiates the Italian campaign from anything I know in the western theater of war.

The task of the Italians in the Alps is extremely complex and difficult to understand; only the professional expert could explain it in print. He possibly would not agree with the next expert who set out to explain it; while neither of them would be able to make it clear to the inexpert. I propose—distinctly—not to be militarily expert; the war has given us some cruel illustrations of the risk of conducting precise operations in print. Yet the Italian task is also extremely simple and easy to understand in its broad features. Long ago the Austrians chose the best positions in these Alps and Italy got the leavings. When the war started the Austrian was on his hill-top and the Italian had to dislodge him. To do this the Italian had to go down from his own hill into the valley, climb the hill of the Austrian, and drive him off it.

The Alpine Fortress

In going down his own hill and up the enemy's hill the Italian had a task the difficulty of which every child can understand. Moreover, when the Italian was descending and ascending, fighting all the time against the man opposite, he was liable to be shot at and killed not only by that particular man facing him but also by that man's friends on other hill-tops and hill-sides to the right and to the left. Besides, the hills are mountains, often very steep, very strong, and full of cover in the midst of which the enemy cunningly sets his shooters and machine guns.

Imagine the Italian overcoming all these difficulties and reaching the hill-top on which lately stood the Austrian raining death upon him as he struggled down and then struggled up; is the fight ended, or will the Austrian now experience a task equal to the Italians. Not at all. It is only the first step, a fair sample of many fights of the same character—to the inexpert eye, of the same character precisely—which the Italian must endure; for the Austrian is now discovered on the hill-top beyond, and there is line upon line, foold upon fold, of like hill-tops on which the Austrain, retreating, can ensconce himself and rain down death on his foe.

Hindenburg lines upon Hindenburg lines lie one behind the other, and each has been fortified by nature. Everyone who has walked and climbed among great ranges of hills knows the habit they have of disclosing peak above peak the more he climbs. Of course, not all the attacks of the Italian on his foe are frontal attacks; he does not always climb straight up the steep side to dislodge the Austrian from the top, nor can the Austrain always count on being perched comfortably on hill-top number two by the time the Italian is in the deep valley underneath exposed to his attack. But, roughly, the man on the hill-top gives a fair idea of the Austrian position in this war and the man far underneath of the Italian position.

How does the Italian perform his task and live through it at all with the Austrian enjoying these preposterous advantages? Prodigies of valour and passionate devotion could not alone avail in this contest. He could not advance beyond a hill-top or two except by rare engineering science backed by physical endurance and patience.

Nation Of Road-Makers

Before I went into these Alps I imagined the Italian letting down and hauling up most things by aerial railways. These railways certainly exist and are indispensable; but, when all is said about them, I take it that the Italian is making his way across the Alps by roads. The Italian is a genius pure and simple as roadmaker and roadmender. Give him the time, the Norwegian can make a road up a steep mountain; for instance, that one which winds like a snake gently up the mountain near Stalheim. The old Roman could make roads. We use them to this day in Hampshire, and they are hard to beat in solid, lasting quality. But the Roman drove dead straight forward, which would be no use where the Italians are fighting. The Italian road, taking advantage of every natural feature, winds round and up and down mountains that seem fit for anything in the world rather than a road; and it is on these roads that the vast masses of his material are brought up to feed the line of battle. As to quality, they appear nearly up to the average of the best motoring roads in England. The dust is not so thick as it is represented; I did not wear goggles while in the Alpsor on the Carso, and suffered no discomfort from dust either while driving with the windows of the motor-car down or in walking.

Deadly 'Silver Streak' of Torpedo

GERMAN U-BOAT ATTACK.

Here is a truly remarkable photograph, showing a German U-boat in the act of submerging after having fired a torpedo at a merchant vessel. The intrepid photographer, undaunted by the fact that the torpedo was about to explode against the side of the vessel on which he was travelling, calmly focussed his camera on the disappearing submarine and pressed the button. Fortunately for all concerned, the torpedo, for some unaccountable reason, failed to explode its deadly charge.

'AMERICA WILL WIN,' SAYS LLOYD GEORGE

'Girding Up Loins To Hold Place As Undefeated Nation'

Birkenhead, England, September 7.—In a speech here today, when he was presented with the freedom of the city, Premier Lloyd George scouted the charge made in Germany that the figures he had given in the House of Commons of British losses through submarines were inaccurate. He declared they were absolutely correct and said he was confident Great Britain and her allies could never be beaten by German submarines.

"With the whole united strength of our people we will win," the Premier added. "But we shall only just win. It will need all our strength, so don't let us throw it away. It is a mighty foe which has set itself to destroy this empire and it will take all of our strength to best it.

"Beyond and behind all these things comes the great republic of the West. Her instinct taught her that freedom is in real jeopardy, and you can hear the tramp of her men and the hammering of her anvils. The Central Powers are dealing, and they know it, with a country that has never yet been beaten, a country of infinite resources, a country where you have the conditions that make for enterprise and endurance.

'America Girding Up Loins'

"Defeat would be a new experience for America, and she has no taste for it. [Cheers and laughter.] Unless I am mistaken in the news coming from America, she is taking steps that will once more inflict that experience upon her foes.

"For all these reasons I ask you to be of stout heart. There may be stony paths to climb, but will climb them. Our footpaths may be stained with blood, but we will reach the heights, and then in front we shall see the rich valleys and plains of a new world."

German attempts to produce the impression in Russia that the war was due to the machinations of England, had not gone home, continued the Premier. "England drew the sword in honor of her pledged work," he declared.

"The war began in the east and not in the west," he added. Russia was the first in because she undertook to champion the cause of Servia. France was brought in because she had undertaken a solemn treaty obligation to stand by Russia in case of an attack. Belgium was brought in because she was on the direct road to France. Great Britain was brought in because she had given her word to defend Belgium.

"Russia was the first in the fray and not the last, and the leaders of the Russian democracy knew that. That is why they have not moved from their loyalty to the cause of the Allies despite all the Prussian subterfuges, devices and tricks.

Democracies vs. Autocracies

"Had Russia been a democracy in 1914 she would not have allowed a country of men and women who were her own kith and kin to be unscrupulously trampled down by a confederacy of military autocracies. Democries are surely not less likely than autocracies to defend the weak, and any one who says a Russian democracy in 1914 would not have defended Servia is libelling the people of Russia."

Far from being despondent about the crisis in the eastern theater Lloyd George said the people should look forward to Russia with hope, because she would recover and play a greater part in saying the world from Prussian domination.

"Dark as may be the clouds in the Russian sky," he added, "there is sunshine on the banners of the Allies in all other theaters of war. Germany may boast of her victories in the East against unresisting forces, but she has her reply in the success of the Allies in the West, and especially the recent success of the Italians."

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MEASURES OF RELIFE FOR VICTIMS OF TOKIO TYPHOON AND FLOOD

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DEATH LIST STILL GROWS

Casualties Number 2,174 And Fatalities 770 With 472 Of Them In Tokjo

Tokio, October 5.—With the storm over and the floods receding the Japanese government has turned to the work of relief for the thousands of homeless and suffering from Monday's typhoon. The Home Office has issued instructions to the prefectural government to lend money from the emergency fund to those who have suffered. This fund amounts to Y9,500,000 besides an additional Y10,260,000 which can be used for similar purposes in the prefectures after the permission of the Ministers of Home Affairs and Finance have been obtained.

The number of deaths from the typhoon and floods increases hourly, last night the official figure being placed at 770, the missing at 574 and the injured at 1,003, the total casualties being 2,174. These figures were given out from the Home Office with the announcement that they are expected to become larger with the reports from various prefectures not yet heard from.

No Tokio Celebration

The number of vessels damaged is placed at 2,179, which however includes all small fishing craft, but, nevertheless, tends to show the serious damage to local shipping facilities. The death toll in Tokio, according to the last count yesterday, was 472 with 47 persons missing.

In line with the general plan of relief leaders of the Tokio municipal assembly yesterday decided to stop the celebration of the fiftieth anniversary of the removal of the capital to Tokio, and to use the money to be spent in the celebration for the purpose of relieving sufferers from the storm and flood.

To Insure Food Supply

The Department of Communications has opentd what is called an "emergency" payment to depositors in the postal savings banks, in the stricken districts. The prices of daily necessities have suddenly gone up, partly because of the scarcity of stocks, but partly on account of manipulations by a certain class of selfish merchants. Especially such is the case with foodstuffs such as rice, vegetables and fish. The best kind of rice is sold for Y32.80 per koku and even the third class rice is Y31.10 per koku. The price of vegetables is five times deader than before the flood, while there is almost no fish to get in the market. Beef and other kind of flesh have also gone up. The authorities concerned are confident that they can alter the prices by securing ample facilities for the transporting of foodstuffs to the suffering places from where there is plenty. They have already announced that special railway facilities will be given, with 3,000 extra freight cars for the conveyance of these foodstuffs.

The Railway Board has announced that those goods which are to be used for relief purpose of the sufferers will be carried by trains free of charge. These goods include rice, which is to be sent up to Tokio from any other districts for the purpose.

Starts Relief Fund

Under Baron Shibusawa, Governor Inouye, of Tokio, and other business men of Tokio, it has been decided that a relief fund be raised for the sufferers both in the urban and suburban districts of Tokio. Over eighty leading business men of the city met in conference yesterday afternoon at the Tokio Chamber of Commerce, and decided that Y200,000 should be raised for the purpose. An office has been established in the Tokio Prefectural government office, and the matter has been entrusted to a committee of ten, five business menand five officials.

Viscount Hineno, the Emperor's chamberlain, again visited the damaged places in the outskirting districts yesterday.

Governor Inouye, of Tokio also inspected the conditions at Komatsugawa and other suburban districts, which most severely suffered from the flood.

In The American Hospital In Paris

Miss Marjorie Kay, a New York girl, serving as nurse in the American Hospital in Paris. She is here shown at the side of a poilu whose jaws are being reconstructed.

KAISER SEES RIGA AS STEP TOWARDS PEACE

Berlin, September 8. (via London.)—In thanking the Eighth German Army for the capture of Riga, Emperor William, in an address to the victorious troops at Riga on Thursday, declared that such victories as that at Riga increased the prospects that the end of the war would come soon. The Emperor, according to an official statement, spoke as follows:

"Riga is free.

"When the news ran through all the districts of Germany, a storm of jubilation and enthusiasm arose everywhere in the Fatherland and in the foremost trenches in the enemy country.

"This town, founded by the spirit of the old German Hanseatic League, with a German history and which always has endeavored to maintain its German origin, has gone through heavy times. By the German Army, in which are incorporated all the German tribes, this town again is liberated from long oppression.

"The operation, which by the command of the supreme army commander and under the direction of Prince Leopold of Bavaria was begun and undertaken with confidence in the efficiency of the troops which in over three years of war have so brilliantly stood the test, has been carried through by all arms more quickly and more energetically than was expected, and was a surprise to the enemy. A crushing blow hit him, so he lost his bridgehead.

"The liberation of Riga is the deed of the Eighth Army and its well-tried commander. It again has proved that our steel-hard will to victory will defend us no matter how long the war lasts, but such blows as the batile of Riga increase the prospects that the end will come soon. They add to the glory of our arms and give fresh laurels to the troops participating.

"Therefore I express to you my thanks for the brilliant feat of arms, the Fatherland's thanks, and the enthusiastic thanks of the people, who stand behind you watching your deeds, but who also create and labor with their hands and till the fields to give us our daily bread. The present harvest, now well brought in, will feed us.

"Also in this respect the Lord of creation has granted our prayers, and by his daily bread protected this army and your people at home against distress. Thertfore, happen what may, and no matter how long it may last, on, then, upon the enemy with joyful hearts and iron will to victory over all the enemies of Germany."

HINDENBURG LINE SLAVES

Paris, August 30.—General Cherfils has returned from Switzerland, where he carried out an inquiry into the abominable treatment by the Germans of French prisoners under the pretext of reprisals. He declares that from 20 to 30 per cent of these prisoners have been the victims of methodical and scientific murder.

The famous Hindenburg Line was built by 30,000 Frenchmen divided into commandos of 1,000. They were chosen from the educated prisoners and worked under guards armed with canes and whips, and with machine guns turned on them.

South of Caures Wood they worked within half a mile of the French trenches, and many were shot down. In Picardy their losses were 10 killed and 100 wounded per commando. Before Verdun the deaths from hunger and wounds amounted to 10 per cent. They received from 2 a.m., when work started, till 6 p.m. no food except a cup of barley water. Their evening meal consisted chiefly of thin mangelwurzel soup. They were forbidden to buy food, and no parcels or letters were allowed.

A soldier states that many were there from 2 to 14 months, exposed night and day to artillery fire, by which many were killed.

How Kerensky Fought And Defied Moscow Conference, Winning A Final Triumph

By Alexander M. Thompson

Moscow, Aug. 30.—When the National Conference here finished at a quarter past one this morning, I asked myself as I walked back to my hotel through the still animated streets, What good has it accomplished? Positive good, probably none, for constructive work was not within its competence. Obviously it could not mend broken finance, restore industry, and rally the mutinous Army to its duty. Yet the conference probably did negative good, preventing outbreaks that might have happened. One has only to look back at the bellicose tone of the preparatory conference, where M. Miliukoff delivered a scathing indictment of the Government and other speakers threatened the fires of Tophet and general combustion, to realise how grave and near was the menace of upheaval and how completely the malcontents have been baffled and defeated.

What has produced this result? Who challenged and defied both the Right and the Left at the outset of the conference, denounced their incapacity for creative work and their tendency to futile criticism, leading only to Russia's further destruction and dismemberment? Who has ruled the unruly elements through three stormy days and kept the proletarian picric acid from a disastrous fusion with the bourgeois chlorate of potash? Who in the last hour, after fourteen hours of almost continuous speechifying, kept the weary and exhausted audience listening spellbound till a quarter past one in the morning to a desperately earnest final appeal for unity, and, for the first time in that dismal, aimless madness, with his red-hot exuberance of words succeeded in compelling the entire house to rise and applaud in unison and at least temporary concord? It was an impressive and memorable scene that will live in history with the famous scene at the Jeu de Paume* as a landmark and an event. None there would willingly have left it before the end: none there will ever forget it. And the sole essential figure in it was the rugged, uncouth, vibrantly earnest, attention-compelling figure of Kerensky.

It has become the fashion among the cynical quidnuncs here to sneer at the Minister-President. He poses, they say; he is egotistical, swollen-headed, dictatorial. Perhaps he is. Why shouldn't he be? I know men myself among my intimate friends who are not absolutely perfect. The habit of quick decision and command must tend to make a man self-centered and peremptory. Constant enforced repetition of an essential gesture produces the effect of pose.

'The Little Napoleon.'

Scoffers begin to call him "The Little Napoleon." The analogy is cheap, almost inevitable, but I see no point in it except that both men are (or were) abrupt and jerky in speech, swift and firm in action, and endowed with a supreme belief in themselves, all attributes inseparable from the mightiness of their task and powers. Kerensky is evidently masterful. What else should he be in this great and terrible hour of trial and suffering? One critic, asked to explain his cheap sneer at the dictator, said his language is stilted and affected, "So ridiculous in a man like him," he said. "Everybody knew him as a little barrister here. Why, I knew his father." Thus men must have spoken too of a certain brewer of Huntingdon not unknown to fame. Lacking knowledge I don't presume to judge. I only say that the criticisms heard are hackneyed and invariable. Their subject, at least, is indefatigable in the cause to which he has given a fragile life, and, judging by the infinite sadness of his aspect, he does not seem to be getting much out of it.

For three days, morning to morning, he sat listening to the dreary trickle of inexhaustible frothy jargon, checking vehement, imbecile obstinacies, querulous discordances, and venomous rancours. Such is Kerensky's daily and nightly life. If he is only posturing he might perhaps posture more comfortably.

On the whole, then, I think the conference has benefited the Government. Nothing, of course, can lessen the Titanic immensity of their unparalleled difficulties, but they have defeated some plots and backstairs conclaves, dispelled some chimeras, and steadied the revolution's rotatory temper with some ballast of heavy truths.

Will The People Respond?

"Cold and famine are lying in wait for us," cried one proletarian speaker. "It isn't the 8-hours' day we need; but to avert a fall over the giddy verge of a black, precipitous abyss all ought to work all day and all night." The warning will not be universally heeded, but Russians, though addicted to fits of sullenness, are highly impressionable and capable of brutal resentments; they are also prodigal and reckless in sacrifice. Will the message delivered at Moscow rouse their better selves and begin to create a sense of the duty, discipline, responsibility, order, and mutual trust which alone can make the nation strong, save the Revolution, and prevent the peasantry from becoming, as a Socialist speaker said, "slaves to German capitalists?"

*The famous French episode of June 20, 1789, which marked the first stage in the growing power of the new National Assembly, took place at Versailles in a vast hall used as a tennis court (jeu de paume). Here the deputies of the people—the Third Estate—consulted as to how best to obtain from the King a new Constitution and bound themselves by a solemn oath to meet where and when they could until their object was attained. This was "the oath of the Jeu de Paume."

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DOAN'S BACKACHE KIDNEY PILLS

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AMERICANS SHOWN BY TOMMY ATKINS

British Non-Coms Arrive And Start Teaching Yankees War Tricks

GOOD IMPRESSION MADE

New Troops 'Little Bit Of All Right,' Sturdy Sergeants Declare

American Headquarters in France, September 7.—The Anglo-American alliance among the troops fighting Germany was cemented here today, when Tommy Atkins came to live with his Yankee cousin and to teach him a few tricks of warfare picked up in his experiences at the battle-front. Several British non-commissioned officers also arrived to take up their duties as instructors in the school for non-coms and to assist in teaching the first batch of officers on arrival from the United States.

The British non-coms have been instructors in the British war schools and are the most striking set of men seen by the Americans. Bayonet, bomb and trench work form the grim delight of the Britishers, they admitted.

Two sergeants were standing in a headquarters street, where they were quickly surrounded by the few Americans who were not out watching the French battle demonstration. The visitors expressed surprise that so few of the Americans were present, when around a sharp turn in the narrow village street marched a column of squads returning from the field. As company after company passed the faces of the Britishers, at first impassive, began to broaden and at last shone with unmistakable appreciation.

Finally one whose cap bore the insignia of a famous English infantry regiment turned with a delighted grin to an American and made this remark:

"I say, that's a little bit of all right!"

The Anglo-American Alliance was cemented then and there.

Reviewed By Poincare

American Training Camp in France, September 6 (Delayed).—Wearing their British trench helmets and looking very grim and warlike the American troops passed in review before President Poincare of the French republic today. They were massed in great solid squares, and, marching quickly to spirited American music, presented a spectacle of unusual martial splendor. President Poincare, addressing the troops later, said that he had witnessed their demonstration with great emotion, and felt that events were ever bringing the French and American peoples closer and closer together.

The French President, accompanied by Paul Painleve, Minister of War and Marine; Gen. Petain and several other French Generals, was met at the American Field Headquarters by Gen. Pershing and Gen. Sibert. President Poincare inspected several American barracks and billeting quarters in French villages, and then left to visit some historic spots on the Marne battlefield.

The French President's reception was marked by democratic simplicity. He was dressed in his familiar blue knickerbooker suit, with leather leggings, and wore, as usual, a simple blue yachting cap. The review was held on the top of a plateau in the American training area, and when President Poincare and his party arrived early this morning the troops were drawn up at attention in regimental squares, a formation which seemed wonderfully formidable. Bands stationed here and there about the reviewing field launched into the strains of the Marseillaise as the President's automobile, flying the French Tricolor, appeared over the crest of the steep hill.

Gen. Pershing Speaks

In his introduction of M. Poincare Gen. Pershing said:

"It is peculiarly fitting that this army should be so honored on this day, for I am sure it will give us a still greater feeling of patriotism and loyalty for the principles for which we shall fight, and will instill into us a still higher spirit for the accomplishment of the task which is before us. It will make us, the advance guard of America's forces feel still more keenly the responsibility that has been placed upon us."

"It makes me very happy," President Poincare said, "to be able to bring today the congratulations of the French republic to this very fine army commanded by Gen. Pershing and which I have just seen marching before me in such a magnificent manner. It filled me with emotion at seeing so many gallant officers and so many brave soldiers, who faced the dangers of the sea to come to the soil of France to defend the common cause of the Allies and to consecrate their lives, if need be, to the common cause of liberty. As President Wilson said the other day, we are all fighting for the same ends and the interests of the free United States are at stake everywhere the allied armies are at grips with the enemy, whether it be in Flanders before Verdun or on the Isonzo.

"Today in all of the great cities of America is being celebrated the anniversary of the birth of Lafayette. Today also I will visit the tombs of the heroes of the battle of the Marne the men fallen in that advance guard of the armies, which are now fighting for right and civilisation. Thus our two countries are celebrating today two common anniversaries which must draw them still more closely together and inspire them in the struggle in which they are engaged."

Offers Cheer For Wilson

President Poincare referred briefly to the gift of a flag from the Mayor of Philadelphia to the Municipal Council of Paris and concluded his address with the cry: "Long live President Wilson! Long live the free United States!"

President Poincare was warmly applauded and then the officers gave three cheers and a tiger. The cheering was taken up by the troops in the distance and continued while the President and his party were moving off the reviewing field.

U. S. Tars March In Brazil

Rio Janeiro, Brazil, September 7.—American sailors from the Atlantic patrol were among 22,000 troops which paraded today, Brazil's independence day. The Americans were greeted with the wildest enthusiasm along the route.

New Picture Of The Kaiser

Here are shown Kaiser Wilhelm, and Crown Prince Rupprecht, of Bavaria, the chief army leader in the West. Prince Rupprecht's forces are now opposing the main British army in Flanders, and in the recent drive sustained appalling losses. Their front line trenches have been completely obliterated by the continuous British bombardment.

HOSPITAL RAIDERS SLAY U.S. OFFICER

Eight Americans Wounded In German Aerial Attacks On Medical Corps

British Headquarters in France, September 7.—The Germans persist in their infamous policy of night raids against hospitals, which prisoners confess are deliberate. In one of their latest raids they selected the series of hospitals near the coast, among which are two American institutions.

They dropped three bombs on the Harvard hospital, where excellent work is being done, and one officer of the American Army Medical Corps was killed and three were wounded. Five American members of the staff also were wounded, besides ten patients; two of the latter have died since.

Another bomb struck a hospital where a St. Louis unit was in charge, wounding one man.

It should be clearly understood that the Germans do not try to avoid hospitals in their night raids, but purposely search them out and travel considerable distances to bomb them.

Two Harvard Units

Boston, September 7.—Two hospital units, commonly known as Harvard units, are located in a coast village in France, Harvard University authorities said today. One is the original Harvard unit, which began its service in June, 1915, with Dr. Hugh Cabot as resident surgeon. The second unit is called Harvard because a large part of its staff is composed of Harvard graduates and former Harvard Medical School faculty members, but strictly speaking, it is Base Hospital Unit No. 5, Dr. Harvey Cushing of the Peter Bent Brigham Hospital staff is in charge. This organisation sailed last May and is part of the American army medical establishment.

Letters received here recently stated that the hospitals, in which two distinguished Boston surgeons operate, are on different sides of the principal street in a town near the French coast.

New York, September 8.—Numerous attacks on war hospitals have been made by German fliers within the last fortnight. Late in August a hospital behind the Verdun lines was bombed and thirty persons, including twenty nurses, were killed. On Wednesday night last there was another attack on the same hospital, nineteen persons being killed and twenty-six wounded in a systematic effort, which was carried on with brief intervals during more than six hours.

Drop Poisoned Candy

Montbeliard, France, September 7.—German aviators are continuing to drop poisoned candy in this region. Some has been found wrapped up in paper bags. Other poisoned sweets are in the form of chocolate cherries, wrapped up in leadcoated paper. Strict orders have been issued to prevent the consumption of this candy.

KAISER'S AIM WAS TO ISOLATE ANGLO-SAXONS

Attempted In 1904 And 1905 To Form Great League Of Continental Europe

NEGOTIATED WITH THE TSAR

British Diplomacy And Nicholas' Vacillation Caused Failure Of Project

The Hague, September 8.—How the Kaiser attempted in 1904 and 1905 to establish a league of Russia, France, Germany, and Turkey against the Anglo-Saxon peoples is revealed today by the Rhenish Westphalian Gazette, which takes the opportunity of abusing President Wilson for daring to try to sow dissension between German people and their monarch, who, it is asserted, showed such remarkable foresight and activity.

The Gazette's revelation is obviously inspired, for it is simply a fuller version of a semi-official communique sent from Berlin to the Cologne Gazette, the Weser Zeitung, and other newspapers. The semi-official communique says:

"There was an exchange of telegrams between the Kaiser and the Tsar in 1904 and 1905 with the object of defeating English pressure and maintaining peace. The exchange arose from the fact that Britain at that time put difficulties in the way of the provisioning and coaling the Russian fleet on an Eastern voyage by German supply ships. The Kaiser's proposal for common action was met by the Tsar with a far-reaching proposal for a 'treaty.'

"Probably the publication of this correspondence at the present moment will produce an appearance of autocratic action to support President Wilson's message to the Pope, but it should be realised that at that time the Tsar held an autocratic position and the Kaiser would have been guilty of grave dereliction of duty if he had not exercised his personal influence with him. It is a great pity that the Kaiser's efforts failed for otherwise the world might have been spared the present war."

Kaiser Used Utmost Efforts

The Gazette comments thus:

"Everybody who reads these facts will be driven to the conclusion that the Kaiser did his level best to bring about a Russo-German agreement and to include France. Even at that time the Kaiser fully appreciated the fact that the Anglo-Saxon world was the enemy of the European continent and that England would move every possible lever to prevent such a fundamental Continental agreement as the Kaiser had in mind.

"Our Kaiser's plan was majestic and if it had proved successful would have insured the peace of Europe for a generation, for if the entire European and Turkish world had been united in such an alliance from Russia to the Pyrenees and from the Baltic to the Persian Gulf, all of England's jealousy could not have altered the fact that this alliance would have been invincible.

"It is not the Kaiser's fault that his efforts failed. His plan was defeated by the unreliability of Romanoff and by brilliant English diplomacy, which produced an understanding among England, Russia, and France.

Monarch's New Responsibility

"We establish thus the fact that Kaiser Wilhelm took such an infinitely serious view of his responsibility as sovereign of the German people that he did actually strive by every means to be a peace Emperor. British trickery and Russian dishonesty defeated his plans.

"Yet a man like Wilson has the insolence to tell the German people that the Allies are not fighting against the German people, but desire to free them from the intolerable pressure of Hohenzollern tyranny. This insolence of the ex-professor, now in the pay of the American trusts, must find such a reply among the German people as shall show our mendacious enemy once for all that all hopes of opposition between the Kaiser and his people are more than foolish."

REVENTLOW'S NEPHEW FLEES

Paris, Aug. 30.

Swiss journals announce the desertion from the German Army of Count Ralph Reventlow, a nephew of the Prussian journalist fire-eater. At the beginning of the war young Reventlow, living with his mother at Locarno, was ordered to rejoin his regiment. In July last the countess went to Berlin and, with her brother's influence, got a fortnight's leave for her son, to be spent on Lake Constance. One night mother and son hired a motor-boat and, despite a fusillade by German sentries, made for the Swiss shore, where they arrived safely. Interviewed at Zurich, Count Ralph declared that he had not the slightest intention of returning to Germany to fight for the cause of militarism.

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War And Women Seen By Mary Johnston

By Ethel Armies

With the echoes of old battles in her ears, with her books fairly resounding with the din and clash of arms, the ring of martial music and the tread of armies, Mary Johnston yet says:

"My attitude toward this and other wars is that of the pacifist."

Doubtless for the very reason that she knows war so well does she abhor it, and no further statement on the subject will the author of "The Long Roll" and "Cease Firing" make beyond that "I am a pacifist."

A new book by Miss Johnston is coming out in a few weeks. Its title is "The Wanderers," and it is a man and woman book dealing with certain aspects of their common evolution.

Nothing is nearer Miss Johnston's heart today than the progress of the woman movement and the granting of world wide suffrage to women. For years Miss Johnston and her sisters Eloise and Elizabeth have worked in Virginia for the amelioration of the hard conditions burdening working women; they have advocated equal pay for equal work, better working conditions, the power of the ballot and the right to organise.

This is the other side of Miss Johnston's life, the human interest side, as opposed to the purely literary and artistic side. Only her co-workers know and appreciate the importance and extent of the novelist's services in the suffrage cause as evidenced in organisation, club and committee work of every sort, in many journeying in the face of ill health, in the writing of pamphlets, speeches, articles and in public speaking, although to appear in public is a veritable nightmare to this quiet, retiring, unassuming woman.

"Miss Johnston," you ask, "what precisely is at the root of the present unrest among women?"

Evolution Cause Of Unrest

Said Miss Johnston, simply and directly, "The oldest thing in the world—evolution." That brooding look one often sees in her dark eyes comes back.

"Yes," she continues, "evolution is at the root of the woman movement—growth, the divine yearning outward and onward and upward. Stop it? Still it? Stop the ocean with your hand; stop the wind with a straw; stay the great mind of the world with your plaintive 'Day before yesterday was just the right weather!'"

"And do you think, Miss Johnston, that men and women are so radically different from one another when stripped of superficialities?"

"No. All men are the sons of women and all women are the daughters of men," Miss Johnston smiled enigmatically. "We inherit equally from each. And that means, as any biologist will tell you, that we are each. Woman cannot contemn man without contemning herself, and man cannot contemn woman without contemning himself. Man and woman, we are co-heirs, we are kings and queens—not kings with a queen consort walking behind and not queens with a prince consort walking behind, but fellow sovereigns—Williams and Marys, Ferdinands and Isabellas."

"Do you feel, Miss Johnston, that in the face of all the war preparations and the industrial upheavals in our country and the world the woman movement is in danger of extinction?"

Miss Johnston replied: "The woman movement did not come up in a night and it is in no danger of perishing from view. It is here to stay and grow. It is not the work of a few faddists and fanatics. It is a perfectly logical phenomenon, born out of the fullness of time and the larger mind of the world, evidencing itself in all the countries of the world and under the most diverse circumstances, participated in by individuals of every social stratum, by the rich and the poor, the learned and unlearned, the young and the old. It is indestructible, it is moving on with an ever increasing depth and velocity, and it is going to revolutionise the world. It has many sides, educational, economic, industrial, eugenic, political."

Woman Movement Defined

"Exactly what is the woman movement asking, Miss Johnston?"

"We are asking simply that a democracy be a democracy," replied Miss Johnston. "We are asking that the Government of this country be a government of the whole people, for the whole people and by the whole people, and not a government of, for and by half the people.

"We are asking that we who live under the laws of a State, laws which we must obey and which affect our relation in life, may have something to do with the making of those laws. We are asking that we who pay a very considerable portion of the taxes of the State and of the country may have a voice in the apportionment of those taxes.

"We are asking that we who work may have a say as to the conditions under which we work, conditions which even now are largely under political control and which every year that we live come more and more fully under that control. We are asking for the full responsibilities, duties and dignity of citizenship. We are asking for justice, for fair play, for a square deal. We are asking to be enfranchised."

Just at present Miss Johnston is paying taxes on a forty acre country place at Warm Springs, Va. She pays local, State and Federal taxes, including income tax, as do other women. Her position in this tax paying matter is similar to that of the majority of the taxpayers of Richmond, New Orleans and certain other Southern cities.

Mary Johnston is a striking looking woman, with deep brown eyes set wide apart and dark hair parted low over a broad forehead. While of medium height she has so distinguished a bearing that she seems tall. Her manner is gracious, quiet, reserved, but sympathetic. She has sense indomitable will power. Her dream has ever been pronounced, her fancy has a thousand wings.

Her country place, now her permanent home, is known as Three Hills, and is located in the heart of the mountains about half a mile above the little Warm Spring settlement and not far from the Hot Springs, a region noted for splendor of mountain view and forest range, for health giving air and waters and for blessed uninterruption.

The house, Georgian in style, a combination of the old and the new Virginia home, is white, with wide green blinds and spacious doors and windows, dozens of them, for sunlight and mountain air fill every room. This house stands high on rising ground, which is left just as nature made it, shaggy, fragrant, wild.

The grass grows up to its very steps and porches, which are of red brick. There is a broad entrance hall after the old manner, which runs from the wide vestibule straight back to a garden at the rear. Here in the midst of flowers and plump box plants, like Kate Greenaway pictures, are a quaint sun dial and a bird bath of carved stone. A cottage for the servants is just beyond "the big house."

One door from the garden leads directly into Miss Johnston's study. This is a room especially characteristic of the author. It is furnished with old mahogany furniture. Close to the large old fashioned desk are two immense globes, terrestrial and astronomical, and an excellent microscope, for Miss Johnston is nothing if not scientific and exact.

On her desk there is a paperweight of a rather special interest—a miniature cannon, fashioned of gold and set on an ebony stand; the lines from Virgil, "Arma virumque cano," are engraved on it. This was a gift to Miss Johnston from the Birmingham Equal Suffrage Association.

On the sombre tinted walls of the study are a few of Miss Johnston's favorite pictures and some photographs of old friends and little scenes in odd corners of Europe and in her beloved Virginia. Book shelves with leaded paned doors line the walls—are crammed full of books—philosophy, history, psychology and a whole library on suffrage and feminism. In a carved chest which is a family heirloom are stored papers and magazines.

A Romance Of Books

Much of her work is done out of doors; she has no particularly set rules for work, but in general she gives up the morning hours and the early afternoon to her writing. She is fond of out of door tramps and is an expert mountain climber.

Certain circumstances of her childhood and early girlhood are interesting in view of her books in recent years. Mary Johnston was born about forty-seven years ago in Buchanan, Botetort county, Va. At that time it was a small, century old village wrapped in the folds of the Blue Ridge, but a ghost of what it was before the civil war. It was partially destroyed during the civil war, and the Johnston home was one of those burned. Not even in the early '80s—in Miss Johnston's childhood—had the place recovered from its wounds. For the little girl who in later years was to write two great war novels this place must have had strange subconscious influences.

They lived very much to themselves, and just among their own kin. The nearest railroad was then nine miles away, and Buchanan was connected with the outside world solely by stage coach and canal boats, features long since disappeared.

Because her health was frail Mary Johnston was not sent to school; her education was the purely old fashioned sort, reading in her father's library when she would and what she would. Thus she had free rein for her impulse toward historical reading. Her grand-mother and later an aunt were her first teachers. Governesses too were employed as she grew older.

When the Johnston family moved further south, from Virginia to Alabama, Miss Johnston was 16 years old. The change from her quiet little mountain village full of gentlefolk to the crude young hustling coal and iron city of Birmingham involved a severe contrast.

Her mother's death in Birmingham several years later threw a cloud over the place for her that never lifted. With several younger brothers and sisters, and with straitened financial circumstances ahead of the family, she had heavy responsibilities for a girl of 19, and after the work of directing the household and carrying on her studies and practice work in writing there was little time left for outside intercourse or pleasure.

Her father, Major Johnston was a lawyer and at one time a member of the Virginia Legislature. He got into financial difficulties and his properties were mortgaged heavily when his young daughter wrote "Prisoners of Hope" and "To Have and to Hold" under stress of worry few people have ever dreamed.

There were no preliminaries. Success dropped out of the skies. Family fortunes and circumstances were retrieved. Birmingham, always alien to the artist, was left behind—and Mary Johnston returned to her beloved Virginia. Nothing that she has ever written has touched upon Alabama. The few years there seemed but to serve to plant memories and impressions of Virginia more profoundly in her spirit.

When she returned to Birmingham on a visit some four or five years ago, returned as a leader in the cause of woman suffrage, the whole city gave her welcome.

Of her first two books Joel Chandler Harris said: "With respect to their art, their noble ideals they represent the high water mark of American fiction since Hawthorne died." Then came "Audrey," "Lewis Rand," "Sir Mortimer" and at length the achievements of her mature years, the war novels, "The Long Roll" and "Cease Firing."

The accuracy in large and small details is one of the extraordinary features of these books. Every March, every maneuver, every skirmish, every battle follows history to the very letter. Not even a tree, shrub or wild flower mentioned on the battlefields is incorrect. Something of Sir Walter Scott's painstaking accuracy and charm of description has come down the generations to Mary Johnston.

Much of Miss Johnston's life has been spent abroad since her father's death. With her sisters she has had long sojourns in Egypt, in Italy, France, Switzerland, Belgium, England and Scotland. The hospitality of Three Hills is being constantly extended to guests from many parts of the world.

Never has her success dimmed her sympathetic vision with the world's workers. Although living in comparative seclusion she is in constant touch with labor and suffrage movements and never lets an opportunity go by where a word or an act from her may serve to help conditions.

That the women of America should be given a square deal—in peace and in war—this is her prayer.

Departures

Sailed	For	Ship's Name	Tons	Flag	Agents
Oct 13	Hongkong etc.	Tachibana maru	1898	Jap.	N.K.K.
" 14	Chefoo & Newchwang	Foonan	842	Chi.	C.M.S.N.Co
" 13	Tientsin	Tungwah	746	Chi.	C.M.S.N.Co.
" 13	Weihaiwei, Chefoo & Tsin	Tungchow	1268	Br.	B. & S.
" 13	Chinwangtao direct	Kiangping	272	Chi.	K.M.A.
" 14	Hongkong	Yokohama maru	6290	Jap.	N.Y.K.
" 14	Victoria B.C. and Seattle	Inaba Maru	6189	Jap.	N.Y.K.
" 4	Tsingtao	Sanyo maru	1426	Jap.	S.M.R.
" 13	Hankow etc.	Nganking	1711	Br.	B. & S.
" 13		Taishun	1612	Chi	C.M.S.N.Co.
" 13	Japan	Myogisan maru	1741	Jap.	M.B.K.
" 13		Paul Lecat	7546	Fr.	Cie M. M.
" 13	Ningpo	Kiangtung	2012	Chi.	M.S.N.Co

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albert	1789	Ger	Olivowitz	US
Aug 4	Hongkong	Bonemia†	4282	Aus.	Aus. Lloyd	B VII
Aug 5	Hongkong	China†	3888	Aus	Aus. Lloyd	YWGW
Oct 7	New York	Capto	3575	Nor.	Dodwell	PWE
Aug 8	Hongkong	O. Stickmer *	4851	Ger.	H.D. & Co	USA
Oct 11	Japan	Dilwara	3480	Br.	P. & O.	OWSB
Oct 10	Liverpool	Elpeno	4944	Br.	B. & S.	
Oct 12	Tsingtao	Kaang	1127	Br.	J.M. & Co.	SHW
Oct 7	Nanking	Tientsin *	879	Ger	H.D. & Co	US
Oct 12	Kobe	Gregory Apcar	2967	Br.	D. S. & Co.	
Oct 12	Hankow	Hanping	581	Chi.	H.Y.P.I. Co	BYJW
Sept 25	Keelung	Irmgard	614	Am.		ODW
Oct 11	Hankow	Kutwo	1924	Br.	J.M. & Co.	SHW
Oct 12	Chefoo	Koonshing	3263	Br.	J.M. & Co	SHW
Oct 13	Hankow	Kiangyung	1451	Chi	C.M.S.N.Co	KLYW
July 16	Hankow	Meldal *	1682	Ger.	Melcher	US
July 30	Hankow	Teller *	1682	Ger	Melcher	US
Oct 13		Nagata maru	2184	Jap.	A.P. Co.	APCLW
Sept 27	Cruise	Pacific	727	Dan	G.N.T.Co	7p
Oct 13	Wenchow	Poochi	631	Chi.	C.M.S.N.Co	KLYW
July 30	Tsingtao	Hikian *	1840	Ger	H.A.L.	US
July 30	Hongkong	Hsieh †	3318	Aus.	Aus Lloyd	B IX
Oct 4	Cruise	Store Nordiske	599	Dan	G.-N.T. Co.	9p
Oct 13	Chefoo	Shengking	1815	Br.	B. & S.	CNW
Oct 12	N Saddle Island	Sakigake maru	88	Jap.	Satoh Shoke	9p
Oct 6	Hankow	Tungting	1264	Br	B. & S	CNW
Oct 1		Tjimanoek	5636	Dut.	H.-C.T. Co.	KMAW
Oct 13	Hongkong	Yingchow	1962	Br.	B. & S	CNWW

*Taken over by the Chinese Government on March 14.
†Taken over by the Chinese Government on August 14.

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Calol is tasteless, odorless and colorless, and is harmless in any quantity.

Calol lubricates the entire intestinal tract, and thus encourages natural bowel activity.

Calol is entirely free from the dangers which attend the use of drugs and laxatives.

Calol taken a short time brings about regular movements, supplanting languor and physical apathy with brimming natural health.

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Sold by all Druggists and Pharmacies
Prices: $1.25 per pint—75 cts. per ½ pint—25 cts. 2 oz.

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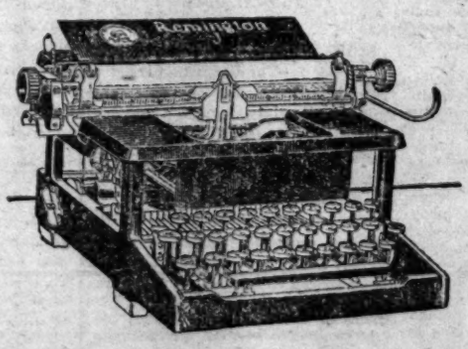

The extreme simplicity of the **Remington "J" Typewriter** makes it easily understood by the most inexperienced operator

Inserting the paper and striking the keys is all there is to the operation of the **Remington "J" Typewriter.** You can learn to operate it at one sitting, and increased speed comes with every bit of writing you do.

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North and South to Fight; Both Reject Compromise

(From the Chinese Press)

All hopes for a compromise between the North and South were shattered when Inspector-General Lu Yung-ting rejected Friday the proposal by the Peking administration to replace General Fu Liang-tso with a man appointed by the northern government and the Cabinet decided on the suppression of the South by armed force without further negotiations with General Lu.

Lu's reply was read at the Cabinet meeting Friday morning and discussed. The message refused to recognise the appointment of any Hunan Tuchun by the central government and again referred to the legality of the convocation of the National Council. The Ministers considered that all efforts for peace were futile and reported their decision to fight Lu to President Feng.

An official report from Canton confirmed in Peking the mobilisation and the despatch of two armies from Kwangtung and Kwangsi under General Mah Chi, the protege of the Inspector-General.

Details about the military plans of Lu Yung-ting have just been received from Canton. General Lu will himself supervise the general movement at Nanning, where the most up-to-date means of communications have been installed. Tuchun Chen Ping-kun is to be stationed in Canton to look after the defence of the South and the mobilisation of new troops for re-inforcement. The Navy will be manned with 12 battalions under General Chen Chung-ming.

Hengsanhsien, the independent Hunan city, is now being bombarded by loyal troops under General Wang Shi-jen, commander of the 15th brigade of the Seventh Division, according to a Changsha telegram. The report says that bombardment of the city began Wednesday, following the occupation by the northerners of Shihchiaopu, a mile from Hengsanhsien, more than a hundred Southern fighters being captured.

The main forces of the opposing armies have not yet begun hostilities. Only the troops under Brigade Commander Lin Siu-mei of Hengchow and about 500 Kwangsi troops are now participating in the hostilities for the independent side, while the main Southern army is stationed at Yungchow, consisting of 17 battalions under Military Commissioner Liu Kien-fang and a mixed brigade under General Lu Yu-kwan, the son of General Lu Yung-ting.

The tuchuns of various provinces, including General Li Shun of Kiangsu and General Wang Chuan-yuan of Hupeh, have jointly petitioned President Feng to remove Liang Chi-chiao, Minister of Finance, denouncing him as a traitor.

The Kirin-Changchun Railway loan, amounting to Yen 4,120,000, will be paid over to China October 22, in Tokio. The term of the loan is 30 years and the interest will be 5 per cent, with the income of the Kirin railway as well as its property as security. The line will remain administered by the Chinese government, but the South Manchuria Railways will be its managers and will be compensated with 20 per cent of its income. The managing director will be Chinese.

President Wilson, in a message of congratulation to President Feng Kuo-chang upon the sixth anniversary of the founding of the Republic, expressed his sincere desire for close friendship between the two countries and cherished the hope that the two Republics will ever join hands in the march towards democracy. President Feng has immediately ordered the Ministry of Foreign Affairs to draft an appropriate reply to the American President.

To avoid boundary disputes with foreign countries, the Cabinet has accepted the suggestion of the Ministry of Foreign Affairs to send commissions to revise the limits of Chinese territory.

The government will soon promulgate laws of extradition of criminals from foreign settlements and countries.

Dr. G. E. Morrison, Constitutional Advisor to the President, has been granted leave of absence for six months and will sail for his home next month.

Mud Only Obstacle That Halts Tanks

These tanks have the reputation of being able to bound over any kind of an obstacle, but there is one that causes the monsters a lot of trouble. Mud is one obstacle that can hold back the powerful tank. The monster shown in the accompanying photo cannot budge from its position. The French officer is shown sheltering himself behind the tank from the enemy snipers, while his crew fetch help. The tank is one of the St. Chamonds and is equipped with the caterpillar chain drive.

Passengers Arrived

Per C.M. s.s. Kianghsin from Hankow:—Mr. Isle.

Per C.M. s.s. Kiangteen from Ningpo:—Mr. S. T. Richard.

Per C.N. s.s. Chenan from Hongkong:—Mr. Henderson, Mr. M. W. Brown, Misses Basagote, V. M. and H. M. Eastman.

Per C.M. s.s. Hsinchi from Foochow:—Mr. Yashii, Mr. and Miss Eisaner.

Per I.-C. Kiangwo from Hankow:—Mr. Dierech, Mr. and Mrs. A. G. Sharrock.

Passengers Departed

Per N.Y.K. s.s. Inaba Maru for Seattle, etc:—Messrs. F. Matsumoto, O. Ukan, K. Kasawara, I. Matsui, F. Matsui, and Y. Tayamizu.

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THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 14, 1917

Date and Destination	Via	Mi.	Br.	USA	Kus.	Jap	Sse
Today							
Europe via Siberia (P. Train)	Via Pukow		7.0				
River Ports	Kiangyin	0					21
Nantao Wei	Woosung	8.30					8 0
Chefoo and Tientsin	Ksang	5.30					10
Peking and Tsin (Every day)				17			7.
Tomorrow							
Europe via Siberia	Via Pukow	0			18.0		7.30
Hongkong and Canton	Chenan	0			16.5		15
Hongkong and Canton	Kwangtah	1.00					0
Hangchow			7.0				
River Ports	Kiangsin	0					1.0
Tientsin	Hsinkong	1.0	7		7.0		1.0
Foochow	Hsinchi	1.00	1.0		1.0		
Tsin. (Daily except Sunday)			17				
Hankow	Hsin Peking		5.				
Ningpo			7				
Tuesday, Oct. 16							
Japan via Nagasaki	Hakuai maru						
Weihaiwei, Chefoo & Tientsin	Shantung	3.30	3.3				0.00
Antung and Tientsin	Kweilin						
Newchwang	Tainsui	10.30					0.00
Europe via Siberia (Express)	Via Pukow		7.				
Dairy, San Maria & Europe	Sakaki maru						
River Ports	Tucawo						
Tsingtao, Manchuria & Dairy	Sakaki maru	10.0					
Japan ports	Hakuai mar						
Japan			9.30				
Wednesday, Oct. 17							
Europe via Siberia	Via Pukow		17.0				17.30
Amoy and Hongkong							
Hongkong and Canton	Sinkiang	1.0			16.3	7.0	21.00
Thursday, Oct. 18							
Japan via Nagasaki	Kamano maru						30
Japan ports	Kimano maru	10.30					1.00
Europe via Siberia (P. Train)	Via Pukow		7				7.(17
Nanki, Lappa & Swatow							
Japan, U.S.A. and Europe			16.00				15.3
Japan, U. Kingdom & Canada and S. U. A.			10.30				10.00
Friday, Oct. 19							
Japan via Nagasaki	Omi maru						14.30
Monday, Oct 22							
Japan via Nagasaki	Yamashiro m						9.3

† Letters forwarded by this route only when specially marked.

A Registration 8.30 a.m. Supplementary mails closed at 7 a.m. following day.

B Letters and boxes with declared value 7.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

C Letters and boxes with declared value 10.30 a.m. Parcel post and money orders 10 a.m.

E Letters and boxes with declared value 9.30 a.m. Parcel post and money orders 9 a.m.

Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesday, Thursday and Saturday at 7 a.m.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

Correspondence

Putting The Editors Right

Editor, THE CHINA PRESS

Dear Sir:—We the undermentioned:
Joseph Krempasky, Hungarian.
Antony Brazzanovich, Croatian.
Joseph Subrt (not Schubert), Bonemian.
Marjo Dominich, Dalmatian.

are all ex-Hungarian and ex-Austrian subjects respectively. There have never been Austro-Hungarian subjects. We deserve to be plied for our ill-fated countries have been torn away against their own will by the Austrian barbarians and why are we then described as enemies or as Austrians? Have we not been fighting as honestly and courageously against the Austro-Huns as any of the Allied subjects could possibly fight at the battlefront?

At least call us persons of no nationality.

The deceased's proper name was Joseph Marecek.

Thanking you for the space, I am, etc., Dear Sir,

Yours faithfully,
J. Krempasky.

BAR SILVER

Reuter's Service

London, October 11.—Today's silver prices were:—

Bar Silver Spot: 44⅝d. Rather larger offerings, Dull.

Previous Quotation, London, Oct. 10.—

Bar Silver Spot: 45⅛d. Business Limited, Dull.

Launch Services

TODAY

The tender conveying passengers and mails to the N.Y.K. Kitano Maru will leave the Customs jetty at 8.30 a.m.

News Brevities

The Anglo-American Shoe Store, which is going out of business and therefore selling out its stock, is advertising some unusual bargains in THE CHINA PRESS today.

* * *

In aid of the "Our Day" fund a hand embroidered Irish linen tea cloth is to be raffled off this week. Tickets are 50 cents each and the cloth is to be seen in Lane, Crawford's window.

* * *

The American Song Service will be held at 4.30 this afternoon in the Assembly Room of the Palace Hotel. The Rev. James B. Cochran of Hwaiyuan, Anhui province, will deliver the address. Mr. Howard Bourne will sing. The question of co-operating with the Union Church will be discussed.

* * *

The executive committee of the American Association gave a tiffin yesterday at the Carlton Cafe in honor of Mr. E. W. Rice, Jr., president of the General Electric Company, who left yesterday afternoon for Manila after a three-day stay here.

* * *

Applications for permits for the use of the Recreation Ground by foo ball, hockey and other athletic clubs should be made before next Saturday to the secretary of the Public Recreation Ground.

At The Theaters

The Collier Girls, who have captivated their audiences in Shanghai with their chatty singing and dancing acts, will continue at the Victoria Theater for the present. "Gloria's Romance" is showing at this theater at today's matinee and John Barrymore in "Nearly a King" is tonight's film headline.

"Dare-Devil" Eadon, baloon expert, will make a parachute descent after a flight from the French Municipal Garden at 5 p.m. today. The flight is late enough to give Art Smith's audience time to attend and compare the two methods of aerial navigation.

Two grand concerts are advertised by the Lyceum Theater. A. Mirovitch, Russian pianist, and M. Piastro, Russian violinist, will appear at this playhouse on Saturday, Oct. 20 and Wednesday, Oct. 24. Booking is now open at Moutrie's.

The pretentious spectacular romance "The Last Egyptian," a five act film masterpeice, is showing at the Olympic Theater tonight and tomorrow night. There is also a Chaplin fun film. Beginning Tuesday a new Paramount picture will be shown, "For the Defense," featuring Fannie Ward, versatile photo-play star. On next Friday the idolised Mary Pickford will be filmed in John Luther Long's exquisite classic, "Madame Butterfly."

The Shanghai Isis Theater is announcing the advent tomorrow of Mariani and Company, versatile artists in singing, dancing, burlesque, acrobatic and serious departments of stagecraft. They carry a varied program. The Isis is showing "The Crimson Stain Mystery," baffling film drama, at today's matinee and evening performances. Likewise a Keystone comedy.

Kipling's great story, "The Light That Failed" is on view in its screen dramatisation at the Apollo Theater tonight, together with other good films. Two new episodes of the "Mystery of the Double Cross" arrive tomorrow and a new Pathe picture, "The Clue," begins Friday.

Towa Cinema advertises a strong four-part drama, "The Rescuer," today, with other features and tomorrow will show the first two parts of the "Mystery of the Double Cross."

MARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. These well-tried Ladies keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the System timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores, or post free 2/- per box. [illegible]

The Shanghai Chemical Laboratory

No. 4 Canton Road

NEW AERIAL CHIEF

(Reuter's Agency War Service)

London, October 12.—The War Office announces that Major-General J. M. Salmond has been appointed Director-General of Military Aeronautics, in succession to General Sir David Henderson, who is undertaking special work.

NEW PRECAUTION BY FRANCE

Citizens Warned Not To Give Picture Cards To Prisoners

Paris, August 20.—The French Government is alive to the fact that on many occasions the Germans have tried to procure postcards representing views of the coasts of France, her ships, munition factories and cities which could be bombed by airships.

The Government has just warned citizens not to comply with requests from German prisoners in France for these illustrated postcards, since the requests are probably inspired by the German authorities. It is also suggested that no such postcards be sent into neutral countries maintaining friendly relations with Germany.

JUST TWO TONIGHT

are all you need of Pinkettes to dispel constipation, "liverishness," sick headaches, biliousness.

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the little just-like-nature laxatives, stimulate digestion, purify the breath. Of all chemists and, post free, 60 cents the phial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.	STATIONS.	Local	Fast Local	Fast R	3rd and 4th	Fast	Express	Local	Mail Express R.S
SHANGHAI NORTH....dep.	..	7.55	9.10	9.40	12.45	15.35	16.55	22.00	PEKING.....dep.	..	..	..	..	P.M.E.	8.55	..	..
SOOCHOW....dep.	..	9.41	11.23	12.20	14.56	18.15	19.15	1.08	TIENTSIN.....arr.	..	..	..	..		11.10	..	..
WUSIH.....dep.	..	10.21	12.24	13.41	15.54	19.27	20.29	2.10	CENTRAL.....dep.	..	..	..	..	T.P.E.	3.12.00	..	..
CHANGCHOW dep.	6.50	11.23	13.18	15.03	16.48	..	21.25	3.10	TSINANFU....dep.	..	..	..	..	Second	20.31	..	..
TANYANG....dep.	8.05	12.09	14.11	16.16	17.41	..	..	..	PUKOW.....arr.	..	..	..	..	Day	18.00	..	..
CHINKIANG..dep.	9.16	12.55	14.55	17.17	18.22	..	..	6.06	NANKING....dep.	..	..	7.20	8.05	11.45	*14.20	16.35	22.0
NANKING.....arr.	11.19	*14.15	16.20	19.15	19.50	..	..	6.50	CHINKIANG..dep.	..	..	9.00	10.11	13.20	16.06	18.16	1.0
PUKOW.....dep.	T.P.E.	5.15.50	..	..	..	..	..	..	TANYANG....dep.	..	..	9.36	10.59	14.13	17.41	19.06	..
TSINANFU....dep.	Second	8.06	..	..	..	..	..	..	CHANGCHOW dep.	7.00	..	10.34	12.19	15 06	17.39	20.30	2.0
TIENTSIN.....arr.	Day	16.51	..	..	..	..	..	..	WUSIH.....dep.	8.18	7.10	11.38	13.34	16.00	18.59	..	4.1
CENTRAL.....dep.	T.P.E.	17.00	..	..	..	..	..	..	SOOCHOW....dep.	9.35	8.11	12.39	14.54	17.01	19.51	..	5.3
PEKING.....arr.		19.50	..	..	..	..	..	..	SHANGHAI NORTH....arr.	12.15	10.15	14.20	17.20	19.50	21.00	..	7.0

R. Restaurant Cars. *Conneets with through Siberian Service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS ..dep	6.55	8.15	10.45	13.10	14.30	16.20	18.10	19.55	22.10	SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.20	17.25	19.10	21.0
KIANGWAN dep.	7.22	8.42	11.13	13 37	15.07	16.47	18.37	20 22	22.37	KIANGWAN dep	6.29	7.48	10.18	12.28	14.11	15.41	17.36	19.21	21.4
SHANGHAI NORTH .. arr.	7.30	8.50	11.20	13.45	15.15	16.55	18.45	20.30	22.45	WOOSUNG FORTS...arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.00	19.45	22.0

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local	Local
Shanghai North..... dep.	....	7.35	9.00	10 00	....	14.50	....	....	..
Jessfield..... dep.	....	7.51	9.16	10.20	....	15.06	....	....	....
Siccawei..... dep.	....	7 58	9.23	10.29	....	15 3	....	....	....
Lungwa Junction..... dep.	....	8.15	9 40	10.47	....	15.30	....	....	....
Shanghai South.....*dep.*	....	*7.45*	*9.10*	*10.15*	*13.35*	*15.00*	*16.00*	*16.50*	*17.55*
Lunghua Junction.....*dep.*	....	*8.15*	*9.40*	*10.47*	*13.52*	*15.30*	*16.32*	*17.07*	*18.12*
Sunghiang..... dep.	....	8.59	10.48	12.02	....	16 07	17 42	....	....
Kashi..... dep.	....	9.51	11.52	13.28	....	16.53	18 49	....	....
Kashing..... dep.	7.40	10.25	12 30	14.35	....	17 22	19.26	....	....
Yehzah..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....	....
Changzo..... dep.	9.45	11.41	14.00	16.50	....	18 24	....	....	....
Hangchow..... dep.	11.10	12.50	15.25	18.30	....	19.18	....	....	....
Zahkou..... arr.	11.35	13.10	15.50	19.00	....	19.35	....	....	....

STATIONS	Local	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express	Local
Zahkou..... dep.	....	....	....	6 30	7.55	....	9 20	14 10	18
Hangchow..... dep.	....	....	....	7 00	8 30	....	10.00	14.35	18
Changzo..... dep.	....	....	....	8.04	9 48	....	11.40	15.20	17
Yehzah..... dep.	....	....	....	8.41	10.31	....	12 39	15.51	16
Kashing..... dep.	....	....	7.15	9.28	11.22	....	14.10	16.30	15
Kashi..... dep.	....	....	7 46	9.53	11.55	....	14.48	16.52	
Sunghiang..... dep.	....	....	9.05	10.47	12.59	....	16.08	17.40	
Lunghua Junction.....*dep.*	*8.15*	*9.43*	*10.23*	*11 38*	*14.08*	*15.33*	*17.23*	*18.23*	
Shanghai South.....*arr.*	*8.33*	*10.00*	*10.45*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	
Lunghua Junction..... dep.	....	....	....	11 35	14 05	....	17.18	18.20	
Siccawei..... dep.	....	....	....	11.44	14.14	....	17 28	18.29	
Jessfield..... dep.	....	....	....	11.51	14 21	....	17 37	18.36	
Shanghai North..... arr.	....	....	....	12.05	14.35	....	17.55	18.50	

KONZEN CHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZEN CHIAO

Konzen Chiao... dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou..... dep.	....	10.10	12.25	....	17.20			
Ken Shang Mun. dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow..... dep.	7.30	10.40	12 45	14 55	17.50	19	1	
Hangchow..... dep.	7.20	9.15	11.52	14.24	16.30	19.00	Ken Shang Mun. dep.	7.42	10.57	12.57	15.12	18.07	19.	1	
Zahkou..... arr.	....	9.40	12.10	....	16.55	....	Konzen Chiao.. arr.	7 55	11 10	13.10	15 25	18.20	19.	4	

R. Restaurant Car.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, October 13, 1917.

Money And Bullion

	Tls.
Gold Dollars Bank's buying rate	
@ 93¼=Tls.	1.07
@ 72.8=Mex.	$1.47
Mex. Dollars Market rate	72.5625
S'hai Gold Bars: 978 touch Tls.	285
Bar Silver	44⅞
Copper Cash per tael	186060
Sovereigns:	
Buying rae @ 3/10½=Tls.	5.16
exch. @ 72.8=Mex.	$7.08
Peking Bar	—
Native Interest	.08

Latest London Quotations

Bar Silver	44⅛d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex. Paris on London Fr.	27.41
Ex. N. Y. on London T.T.	$476⅝
Consols £	—

Exchange Closing Quotations

London	T.T.	3/10⅛
London	Demand	3/10⅛
India (nominal)	T.T.	271½
Paris	T.T.	533
Paris	Demand	534
New York	T.T.	92¼
New York	Demand	92⅜
Hongkong	T.T.	69⅛
Japan	T.T.	55⅝
Batavia	T.T.	215

Banks Buying Rates

London	4 m-s. Cdts.	4/⅛
London	4 m-s. Docy.	4/⅛
London	6 m-s. Cdts.	4/1
London	6 m-s. Docy.	4/1⅛
Paris	4 m-s.	555
New York	4 m-s.	96⅛

Customs House Exchange Rates For October

Hk. Tls.	4.30 @ 4/2½		£2
,,	1 @ 575 =	Francs	6.41
,,	1 No quotation	Marks	†5.23
,,	0.91 @ 99½	Geld	$1
,,	1 @ 51½	Yen	2.16
,,	1 @ 15	Rubees	3.49
,,	1 @ 656†	Roubles	7.31
,,	1 @ 1.50	Mex.	$1.50

†Nominal.

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, October 13, 1917.

Official

Langkats Tls. 14.50
Consolidated Tls. 2.90
Karans Tls. 12.00
Kroewoeks Tls. 17.00
Samagagas Tls. 0.90
Taipings Tls. 1.55
Taipings Tls. 1.60
Ayer Tawah Tls. 29.00
Java Consolidated Tls. 20.00
Kaipings "B" Tls. 9.00
H'kong and S'hai Banks $615.00
Anglo Dutch Tls. 4.90

Unofficial

H'kong and S'hai Banks $615.00
Yangtszepoo Cotton (ord.) Tls. 6.00 October
Padangs Tls. 13.50
Senawang Tls. 14.00

Sharebrokers' Association

Transactions

BUSINESS DONE

Shanghai, October 13, 1917.

Official

Almas @ Tls. 11.00 cash

Unofficial

Senawangs @ Tls. 13.50 cash
Anglo Dutch @ Tls. 4.75 cash
S'hai Cotton @ Tls. 114.00 cash
S'hai Seremban @ Tls. 0.80 cash
Anglo Javas @ Tls. 10.25 cash

London Rubber Market

Reuter's Service

London, October 12.—Today's rubber prices were:—

Plantation First Latex Crepe:
Spot: 2s. 7⅜d. paid.
January to March: 2s. 9¼d. paid.
Tendency of Market: Dull.
Previous Quotation, London, Oct. 11.—
Spot: 2s. 7⅜d. paid.
January to March: 2s. 9½d. paid.
Tendency of Market: Quiet.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:—

The improvement in the tone of the local share market recorded in our last week's circular has been well maintained, and the continued fall in exchange has had the expected effect of hardening rates all round. Rubbers are decidedly more active at advanced prices. Cottons continue very firm at current rates. Debentures are in request. In fact the buying element predominates in practically all classes of stocks.

"BICKERTON'S"

PRIVATE HOTEL

Established 22 years.

102 Bubbling Well Road. Seven minutes from Bund by trams, which stop at the door. Strictly first-class cuisine under the personal supervision of the proprietress. 60 rooms, separate baths, with hot and cold water, electric light Tel. W. 1271.

The See Kee Rubber Estates, Ltd.

At a meeting of the directors of The See Kee Rubber Estates, Ltd., held on October 12, it was decided to recommend to the shareholders to appropriate the balance of Tls. 39,364.96 standing at the credit of Profit and Loss account for the year ended June 30, 1917, as follows:—

	per share Tls.
To pay a dividend of 30 cents	9,000.00
To write off Development account	30,172.28
To carry forward	192.68
Tls.	39,364.96

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 5th inst.

White Silk.—A small business has continued for Europe at some Tls. 20 advance with the exception of Gold Kiling, which is up Tls. 35. Silkmen are strong and generally want further advance. America continues to hold aloof.

Tsatlees.—Silver Double Elephant, Tls. 550. Gold Kiling, Tls. 517½.

Tsatlee Filatures.—Pegasus, 1, 2, Tls. 690 av. Grasshopper, 1, 2, 3, Tls. 685 av. Black Horse, 1, 2, Tls. 690 av. Kung Kee Mars, 1, Tls. 600/20.

Tsatlee New Style.—Soleil, 1 Tls. 625.

Yellow Silks.—A fair business has been done in Mienyangs which are up Tls. 25. S. T. 1, 2, 3, Tls. 400/410 av. H. K. 1, 2, Tls. 430, 410.

Tussah Filatures 8 coc.—A good business is reported in best grades which have obtained Tls. 20 advance and are strong at the rise, Tls. 345/65 av.

U. K. METAL MARKET

Reuter's Service

London, October 12.—Today's metal prices were:—

	£	d.	s.
Standard Copper G. M. B. f.o.b.	125	0	0
American Electrolytic 99 90% Copper f.o.b.	130	0	0
Lead L. B. c.i.f. per ton	Nominal		
Soft Lead "Spanish" f.o.b.	30	0	0
Quicksilver, Second hand Ex Warehouse f.o.b. (1/-Extra in flask)	20	10	0
	Nominal		
Muntz Metal, f.o.b. London or Liverpool (less ½%)	Nominal		
Standard Tin (Cash)	246	12	6
Spelter (ordy soft) f.o.b.	52	0	0
Galvanised Sheets 24 Gauge f.o.b.	26	5	0
Standard Tin (3 Months)	248	0	0

Silk Price of Blue Elephant: 22s. 0d. to 22s. 6d.

Silk Price of Gold Kiling: 19s. 0d. to 19s. 6d.

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

China Mutual Life Insurance Co., Ltd.

We issue Policies in Sterling
Take advantage of the Exchange.

Telephone to us, Central 2601, or write to the Head Office,
10 Canton Road,
Shanghai.

British-America Assurance Co.

The undersigned, as agents for the above company, are prepared to grant policies against Fire on Foreign and Native Risk at Current Rates.

FRAZAR & CO.

Chinese and Foreign Banking Announcements

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

Capital	£1,200,000
Reserve Fund	1,900,000
Reserve Liability of Shareholders	1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Henry S. Cunningham, K.C.I.E.
G. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London City & Midland Bank Limited.
The London County and Westminster Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for Collection, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application

L. R. BREMNER.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserves	Frs. 48,000,000.00

Succursales et Agences:

Bankok	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Pondichery	Peking	Tourane
Haiphong	Papeete	
Kiaukou	Pnom-Penh	

Bankers:

In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Pari et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN,
Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique

Societe Anonyme

Paid-up Capital ..... Frs. 30,000,000

Head Office: BRUSSELS.

London office: 2 Bishopsgate. Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam

President:
JEAN JADOT
Governor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Annoyme.
Lyons and Marseilles: Comptoir National d'Escompte d'Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling, £1,500,000 @ 2s.	$15,000,000
Silver	18,500,000
	$33,500,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG

Court of Directors:
Hon. Mr. S. H. Dodwell, Chairman.
Hon. Mr. P. H. Holyoak, Deputy Chairman.
Hon. Mr. C. E. Anton.
F. C. Butcher, Esq.
A. H. Compton, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. STARR.

Branches and Agencies:

Amoy	Ipoh	Peking
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kuala Lumpur	Saigon
Calcutta	London	S. Francisco
Canton	Lyons	Shanghai
Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Harbin	Peking
Chanchun	Hongkong	Shanghai
Chefoo	Newchwang	Tientsin
Dairen	Nicolayowsk	Vladivostock
Hailan	O/Amur	Yokohama
Hankow		

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
G. CARRERE,
Managers for China, Japan and India.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital	H.$2,000,000
Subscribed and paid up Capital	H.$1,371,500
Reserve Fund	H.$ 120,000
Investment reserve fund	H.$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong

Shanghai Office:
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital:	
Chinese Government	10,000,000.00
Chinese Mercantile Community	2,312,500.00
	$12,312,500.00
Reserve Fund	1,892,564.85

HEAD OFFICE: PEKING.

Branches and Agencies:
Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow, Ichang, Shansi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted Interest allowed on Tael Current Accounts at 2 per cent per annum, on Dollar Current Accounts at 1 per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG,
Manager.

Banque Industrielle de Chine

Capital	Francs 45,000,000

One-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.

Branches in Peking, Tientsin, Shanghai, Saigon and Hongkong

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts in Gold or Local currency and **Fixed Deposits on application.**

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local currency.

G. LION,
Manager.
1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen 48,000,000
Capital Paid-up	,, 36,000,000
Reserve Fund	,, 22,100,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthur
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Seattle
Changchun	Lyons	Singapore
Dalny	Mukden	Sydney
Hankow	Nagasaki	Sinanfu
Harbin	Newchwang	Tiehling
Hongkong	New York	Tientsin
Honolulu	Osaka	Tokio
Kobe	Peking	Tsingtau

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital	$ 300,000.00
Reserve	$ 10,000.00
Deposits (June, 30, 1917)	$1,590,000.00

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current accounts in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN,
General Manager.

International Banking Corporation

Capital & Surplus	U.S. $6,500,000.00
Undivided Profits	U.S. $1,348,000.00
	U.S. $7,848,000.00

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:

Bombay	Hongkong	Peking
Calcutta	Kobe	San Francisco
Canton	London	Santo Domingo
Cebu	Manila	San Pedro de,
Colon	Medellin	Macoris
(Cristobal C.Z.)		Shanghai
Hankow	Panama	Singapore
		Tientsin
		Yokohama

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that Institution established at:—

Bahia	Rio de Janeiro
Buenos Aires	Santiago de Cuba
Genoa	Santos
Havana	San Paulo
Montevideo	Valparaiso
Petrograd	

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business

H. C. GULLAND,
Manager.
1a Kiukiang Road, SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up-Capital—	
Guilders 60,000,000	(about £5,000,000)
Reserve Fund—	
Guilders 11,595,461	(about £966,288)

Head Office: AMSTERDAM.
Head Agency: BATAVIA

Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches.

Bandjermasin	Padang	Soerakarta
Bandoeng	Palembang	Tebing-Tinggi
Cheribon	Pekalongan	Tegal
Djember	Penang	Telok-Betong
Djokjakarta	Pontianak	Tjilatjap
Hongkong	Rangoon	Weltevreden
Kota-Radja	Semarang	
Langsa	Singapore	
Makassar	Soerabaya	
Medan		

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital	Sh. Tls. 5,000,000
Paid-up Capital	Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	800,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
		Singapore

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG,
Manager
7 Nanking Road. 9752

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

PAID-UP
Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.

50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted on approved securities, and every description of Banking and Exchange business transacted.

H. TAO,
Manager.
Y. M. CHIEN,
Sub-Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
No. 1 Kiukiang Road

Capital	Yen 30,000,000
Capital (Paid-up)	Yen 18,750,000
Reserve	Yen 1,470,000
Deposits	Yen 120,000,000

President, Baron K. Sumitomo

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto Osaka, Kobe, Hyogo, Onomichi Kure, Niihama, Hiroshima, Yanai Shimonoseki, Moji, Wakamatsu Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KISHIMA,
Manager
Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

中孚銀行
Chung Foo Union Bank

Statutes approved by the Government in 1916

Head Office: Tientsin

Capital	$2,000,000.00
Paid-up Capital	$1,000,000.00

Managing Director: SUN TAO SAN

Branches and Agencies:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Tsingkianpu	

Shanghai Branch
441, Ningpo Road

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Credits granted on approved securities.

Y. R. SUN,
Manager.
W. D. ZAR,
Sub-manager.

ROMANONES SEES SPAIN WITH ALLIES

Neutrality No Longer Possible, Says Liberal Party Leader

TO GIVE MORAL SUPPORT

'Internal Reforms Assured When She Joins World's Democracies'

Rome, August 25.—The return of Count Romanones, the leader of the Liberal party in Spain, to power is practically certain in the very near future, and special interest is therefore attached to a recent interview with him just published in the Tribuna of Rome because in it the Count explains that Spain's neutrality is no longer possible.

"Since the outbreak of the war," Count Romanones said, "I never had the slightest doubt about the inevitable moral and material triumph of the Allies, and although when I held power I was compelled to follow a neutrality programme demanded by the great majority of the Spanish people I was always convinced that for geographical, political, financial and economic reasons Spain could not help joining the Allies without committing an irremediable mistake.

"I watched the situation gradually becoming worse when I held power, and my efforts to obey the will of the people and keep Spain neutral were useless. I could easily prove this by recounting some highly significant episodes about German submarines and the spirit of the minor coast authorities in Spain, but such evidence is now unnecessary.

"With the proclamation of unlimited submarine warfare and the consequent intervention of the United States neutrality became absolutely impossible for Spain. I openly said so, and was compelled to relinquish power. Before very long all my fellow citizens and all the members of the Liberal party will be convinced that I was in the right. The new Liberal party now being organised under my direction will uphold a policy based on intervention without any equivocation or hesitation.

Reforms In Spain

"Spain now aspires to numerous reforms which can be realised only when the Liberals return to power. She aspires most of all to administrative reforms of a European character which will lift the country from the stagnant policy into which she has fallen and which is the main cause of her isolation and decadence. It is easy to realise that conditions in Spain are due to timid solitude in the great struggle now dividing the world into two distinct groups with different political and social programs.

"Spain's evolution based on exclusively internal reforms is impossible. It is therefore urgent that Spain should join the countries to which she is linked by ties of kinship influencing her choice and will.

"No other policy is possible for Spain. It is absurd even to think that Spain could join the Central Powers. She lacks the material means of helping the Austro-Germans, and their victory would not benefit Spain. The fact that the Germans are offering Morocco, Gibraltar and Portugal to Spain is a sufficient proof that they have already lost the war.

"Spain cannot be compelled to a military effort and her intervention must be pacific. She can only afford to join the moral consortium of the world's great democracies, and by so doing the reforms she needs will be assured. I am fully convinced that a revolutionary movement with the object of overthrowing the monarchy can be averted. I rely on the energetic attitude of the Government and the common sense of the people and on the patriotism and discipline of the army.

'Must Take Sides'

"In other words I am optimistic, and when the complicated military question is settled and the justified demands of a moral and material character of the army have been complied with I have no doubt that there will be no difficulty to assert the supremacy of the civil power in the country.

"The attitude of the Catalan Senators and Deputies has been misunderstood. The Government must defend the integrity of the constitution and the measures taken against acts of sedition are fully justified, but apart from other consideration it must be admitted that the Catalan representatives demand only reforms which they could have secured, and no doubt they will secure, without resorting to unconstitutional assemblies.

"The sudden and resolute insurrection of popular will in Spain has surprised everybody, including statesmen like myself who until a few months ago held power. Last March, when the provincial elections were held throughout Spain, popular will was essentially monarchical and evidence of the people's loyalty to the present form of government was afforded by the great majority of monarchical candidates returned. The great change that has taken place during such a short time marks the failure of party government in Spain, where influences and personal interests will no longer be tolerated and only the programs of political parties will be taken into account in future. The great war has already contributed to democratise Spain, although so far she is absent. A nation like Spain, determined to abandon her policy of isolation and take an active part in international life, cannot disinterest herself of the world's policy, and she must therefore take sides and follow the program of the group of peoples who are fighting for democracy and the triumph of justice and liberty. This program will be followed by the new Liberal party in Spain."

Business and Official Notices

Chinese Government Railways

JOINT NOTIFICATION

The public is hereby notified that commencing from 16th October, 1917, all existing regulations on the undersigned Government Railways for collecting specie payment in proportion of passenger fares and goods freight will be cancelled and notes of the Bank of China and of Bank of Communications of Peking will be accepted for payment of fares and freight as follows:—(1) Fares and freight above the amount of one dollar and in even figures, equal amount in notes of the two above mentioned banks will be accepted, i.e., if the amount be four dollars, two dollars in notes of each of the two banks shall be collected. (2) Fares and freight above the amount of one dollar and in odd figures, the odd amount shall be collected in notes of the Bank of China, i.e., if the amount be 3 dollars, 2 dollars in notes of the Bank of China and one dollar in note of the Bank of Communications, and if the amount be 5 dollars, 3 dollars in notes of the Bank of China, and 2 dollars in notes of the Bank of Communications shall be collected. Other amounts pro rata. (3) Fares and freight of one dollar or under or fractions thereof, silver shall be collected. (Big dollars or new subsidiary silver coins.) Exchange will be made at stations with new subsidiary coins. Old subsidiary silver coins will be accepted for payment at fixed discount according to the existing regulations. In the interior where new and/or old subsidiary silver coins are unavailable, copper cents may be used at the rate of 13 pieces to a ten-cent piece. (4) Silver dollars and cashable banknotes are also accepted for payment of fares and freight. (5) "To pay accounts" due to the undersigned Railways by the various firms on transport before the 15th of October, 1917, shall be collected in accordance with regulations in force before the said date. (6) Arrangements made between the Railways and the various firms in regard to terms of payment shall remain with effect.

Tientsin-Pukow Railway Administration.
Peking-Mukden Railway Administration.
Peking-Hankow Railway Administration.
Peking-Suiyuan Railway Administration.

15479

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Marcel Waving, Hair Dressing (any style), switches and transformations made to order.

Manicure for Ladies and Gentlemen

Scalp and face massage

Terms Moderate
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DENTAL-SURGEONS

of the Philadelphia Dental College and Garrestson's Hospital of Oral Surgery, Philadelphia, U.S.A., Will perform all Kinds of dental operation on modern Scientific principles And supply

Teeth of Superior Workmanship In Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All works are guaranteed to entire satisfaction.
No. 40 Szechuen Road.
13700

CARPETS OF QUALITY

HWA YENG'S Factory—large, airy, modernised—invites your inspection of their Prime Quality Tientsin Carpets. Made from the finest, fadeless, camel wool, procurable only in the carpet district of Tientsin, these carpets are beautifully designed, either in foreign or Chinese patterns, and the finish is perfect.

You Will Need Carpets In Your Home This Winter

Try HWA YENG'S—They beautify your home, bring out expressions of admiration from your guests, and the cost is exceedingly cheap.

Prices according to quality from $7.50 upward.

HWA YENG CARPET FACTORY,

127 Peking Road.

You can't miss our factory: it's right on the road.

TIMOR COFFEE

For Sale in bulk at Mex. $30 per picul.
Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

STEAMERS

For Sale or Charter. Only genuine applications will be entertained and references required.
Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Steamers for Charter

1,200, 1,800, 2,400 and 3,500 Deadweight; Far Eastern Trade routes only. References required from applicants.
Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Freight Space

Offered from Japan to Seattle, Vancouver, San Francisco, New York and any Overland Common Points.
Apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Properties For Sale

Chinese dwelling houses near North Szechuen Road Extension, and on east of Seward Road.

A foreign-built dwelling house near North Szechuen Road Extension.

Land For Sale

2 Mows near North Szechuen Road Extension.
4 Mows on Route de Say-Zoong.
For particulars apply to
C. A. MARTINHO MARQUES & Co.
1A Jinkee Road.

Do you want to
MAKE A PRESENT?
During this week we offer special reductions on
Silks & Pongees
The Cathay Lace Co.
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Phone 2064

Provision Prices in Local Markets

Prices quoted are in Mexican dollars cents at Hongkew market as compiled on October 9, 1917.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	„	16-20
Pork	„	25-30
Veal	„	25-30
Fish		
Bream	per lb.	16-18
Cod	„	16-18
Mandarin	„	25-35
Mackerel	„	20-25
Pomfret	„	20-25
Salmon	„	18-20
Samli	„	none
Soles	„	16-18
Whitebait	„	none
Game, Poultry and Eggs		
Deer	each	none
Duck	„	40-70
Eggs	per doz.	16-18
Fowl	per lb.	18-20
Geese	each	60-1.00
Hare	„	30-35
Partridge	„	none
Pheasant	„	50-60
Pigeons	„	15-18
Plover	„	none
Quail	„	18-20
Snipe	„	12-14
Turkey	per lb.	35-40
Teal	each	18-20
Wild Duck	„	40-45
Wild Geese	„	none
Woodcock	„	none
Wild Pigeons	„	10-12
Fruit		
Apples	per lb.	10-14
Appricots	„	none
Bananas	„	5-6
Cherries	„	none
Cocoanuts	each	15-18
Chestnuts	per lb.	8-10
Figs	per doz.	4-8
Grapes	per lb.	14-16
Lemons	each	6-7
Lichees	per lb.	none
Mangoes	each	none
Mangosteens	per doz.	none
Melons	each	none
Oranges	per lb.	5-6
Peaches	per lb.	none
Persimmons	„	6-8
Peeboes	per lb.	none
Plums	„	none
Pumeloes	each	12-16
Pineapples	„	none
Pears	per lb.	8-14
Strawberries	„	none
Walnuts	„	12-14
Vegetables		
Artichokes	per lb.	4-5
Asparagus	per doz.	20-25
Bamboo Shoots	per lb.	none
Broad Beans	„	8-10
Beetroot	per bunch	1-2
Cabbage	each	3-4
Celery	per bunch	2-3
Carrots	„	2-3
Cauliflower	each	none
Egg Plant	per lb.	5-6
French Beans	„	10-12
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	per lb.	2-3
Peas	„	20-24
Potatoes	per pic.	$1.80-2.00
Parnips	per bunch	3-4
Radishes	per bunch	1-2
Spinach	per lb.	4-5
Tomatoes	„	12-14
Turnips	per bunch	none
Grain and Flour		
Flour American	per 50 lb.	$5.50
Flour Shanghai	per 50 lb.	$2.50
Rice	per 200 lb.	$7.00
Milk		
Foreign dairies	per bottles	20
Chinese dairies	„	17
Fuel		
House Coal	per ton	Tls. 17.50
Stove Coal	per ton	Tls. 20-50
Firewood	per 50 bundles	$1.00

E. KILNER.
Chief Inspector.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$615 B.
Chartered	£64 10s.
Russo-Asiatic	R. 250
Marine Insurances	
Canton	Tls. 320
North China	Tls. 105
Union of Canton	Tls. 760
Yangtsze	$205 B.
Fire Insurances	
China Fire	$130
Hongkong Fire	Tls. 290 B.
Shipping	
Indo-China Pref	Tls. 100
Indo-China Def	
"Shell"	107s. 6d.
Shanghai Tug (o)	Tls. 19 B.
Shanghai Tug (f)	Tls. 46½
Kochien	Tls. 34½ B.
Mining	
Kaiping	Tls. 9 B.
Oriental Cons	27s. 6d.
Philippine	Tls. 0.80
Raub	$2½
Docks	
Hongkong Dock	$117 B.
Shanghai Dock	Tls. 72½
New Eng. Works	Tls. 12½ B.
Wharves	
Shanghai Wharf	Tls. 60 B.
Hongkong Wharf	Tls. 81 B.
Lands and Hotels	
Anglo French Land	Tls. 81
China Land	Tls. 50
Shanghai Land	Tls. 72½
Wefhatwei Land	Tls. 3
Shanghai Hotels Ltd	$9 B.
China Realty (ord)	Tls. 50
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo	Tls. 162½
E-wo Pref	Tls. 90
International	Tls. 87½ B.
International (pref.)	Tls. 64
Laou-kung-mow	Tls. 62½ B.
Oriental	Tls. 36
Shanghai Cotton	Tls. 114 B.
Kung Yik	Tls. 15¼ B.
Yangtszepoo	Tls. 5.90 B.
Yangtszepoo Pref	Tls. 90
Industrials	
Bulter Tile	Tls. 23
China Sugar	$82 Sa.
Green Island	Tls. 7.10 Sa.
Langkats	Tls. 14¼ B.
Major Bros	Tls. 5
Shanghai Sumatra	Tls. 100
Stores	
Hall and Holtz	$14 B.
Lleweflyn	$60
Lane, Crawford	$100
Moutrie	$35
Watson	$6
Weeks	Tls. 14¼ S.
Rubbers (Local)	
Alma	Tls. 10½ B.
Amherst	Tls. 1 S.
Anglo-Java	Tls. 10¼ B.
Anglo-Dutch	Tls. 4¾ B.
Ayer Tawah	Tls. 28½
Batu Anam 1913	Tls. 1 B.
Bukit Toh Alang	Tls. 3½ B.
Bute	Tls. 1.10 B.
Chemor United	Tls. 1.30 B.
Chempedak	Tls. 10½ B.
Cheng	Tls. 2½ B.
Consolidated	Tls. 2.85 B.
Dominion	Tls. 10½ B.
Gula Kalumpong	Tls. 6¾ B.
Java Consolidated	Tls. 19¾ B.
Kamunting	Tls. 6¼ B.
Kapala	Tls. 0.90
Kapayang	Tls. 27½
Karan	Tls. 11½ B.
Kota Bahroes	Tls. 7¼ B.
Kroewoek Java	Tls. 17 B.
Padang	Tls. 13¼ B.
Pengkalan Durjan	Tls. 8 B.
Permata	Tls. 3
Repah	Tls. 0.95 B.
Samagagas	Tls. 0.85 B.
Seekee	Tls. 7¾
Semambu	Tls. 1.30 B.
Senawang	Tls. 13¾ B.
Shanghai Klebang	Tls. 1.05 B.
Shanghai Malay	Tls. 7 B.
S'hai Malay-pref	Tls. 11 B.
Shanghai Pahang	Tls. 1.70 B.
Sungala	Tls. 1.55
Sungei Duri	Tls. 10½
Sua Manggis	Tls. 6½ B.
S'hai Kalantan	Tls. 0.80 B.
Shanghai Seremban	Tls. 0.75 B.
Taiping	Tls. 1.55 B.
Tanah Merah	Tls. 1.07½ B.
Tebong	Tls. 19½ B.
Ulbori	Tls. 2½
Ziangbe	Tls. 5.10 B.
Miscellaneous	
C. I. and E. Lumber	Tls. 110
Culty Dairy	Tls. 9 S.
S'hai Elec. and Asb	$2
Shanghai Trams	Tls. 62 B.
Shanghai Gas	Tls. 25 S.
Horse Bazaar	Tls. 30
Shanghai Mercury	Tls. 30
S'hai Telephone	Tls. 77 B.
S'hai Waterworks	Tls. 182½ B.

S., Sellers, Sa., Sales, B. Buyers.

Benjamin & Potts, 8 Jinkee Road
Telephone No. 398

Shipping Items

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The H.O. s.s. Changon left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai on Friday.

The C.N. s.s. Fengtien left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. Sungkiang left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai yesterday.

The C.N. s.s. Shuntien will leave Tientsin for Shanghai, via Chefoo and Weihaiwei today.

The C.N. s.s. Anhui will leave Hongkong for Shanghai today.

The K.M.A. s.s. Kwangping left Chinwangtao for Shanghai on Friday.

The I.-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Chungking will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on Tuesday, October 16.

The N.Y.K. s.s. Inaba Maru for San Francisco, via Japan ports and Honolulu, sails from Hongkong, on Monday, October 15, is due at Woosung on Thursday, October 18, at daylight, and will be despatched as above on Thursday, October 18, at 5 p.m. Passenger tender will leave Customs jetty at 5 p.m. the same day.

AMUSEMENTS

APOLLO THEATRE

Programme for October 14th

The Great Pathe Gold Rooster Play

"THE LIGHT THAT FAILED"

from

Kipling's Immortal Story

The first story of Kipling's to be shown on a Cinema screen

A Great Picture

Featuring

Robert Edeson — Lillian Tucker

We shall also screen

"Study of Birds"—Natural History.
Pathe's Gazette—Topical.
Annals of the War—War Film.
"An Unexpected Present"—Comedy.
At the Apollo, The Rendezvous of Shanghai.

Matinee Today at 3 p.m.

"Mystery of the Double Cross"

Lyceum Theatre

TWO GRAND CONCERTS

By the two great Russian Artists

A. Mirovitch
(Piano)
and
M. Piastro
(Violin)

Saturday, October 20th.
Wednesday, October 24th.

Booking now open at Moutrie's
Usual prices

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SHANGHAI ISIS THEATRE

THE ONLY PLACE IN WHICH TO PASS A GOOD EVENING

COMMENCING ON

MONDAY 15TH OCTOBER

MARIANI AND COMPANY

THE CELEBRATED WORLD'S ENTERTAINERS

YOU MUST LAUGH! CAN'T HELP IT!

What do Mariani's Company do?

THEY ARE

Marvellous Dancers, Remarkable Knockabout Actors, Vocalists, Graceful Trapeze Artists, Acrobats and Mysteries, Pantomime Burlesques, Sketch Comedians, Musicians, Singers, Boxers, etc.

THEY ARE A SUCCESS EVERYWHERE

THEY ARE

Funny, Droll, Clever, Unique, Original, Nimble, Novel, Amusing, Amazing, Versatile, Astounding, Wonderful, Farcical.

SEE THEM, HEAR THEM, AND BELIEVE!

THERE IS ONLY ONE MARIANI AND COMPANY

ISIS THEATRE

The Only Place to Pass A Good Evening

Corner of Jukong and N. Szechuen Roads (about 150 yards from Range Road)

TONIGHT at 7.15 & 9.15 **TONIGHT**

and

Matinee Today at 3 p.m.

SHOWING

The Most Stupendous Photo-play Serial

"THE CRIMSON STAIN MYSTERY"

Also Showing

The Triangle Keystone Comedy

In Two Parts

"THE DANGER GIRL"

It is a Scream. It is a Riot of Fun. Every foot Packed with Mirth.

Commencing on Monday, Oct. 15

MARIANI AND COMPANY

The Celebrated World's Entertainers Presenting New Attractions *and Novelties.*

TOWA CINEMA THEATRE

No. 3 Woochang Road (Near Chapoo Road)

PROGRAMME
for October 14th

"THE RESCUER"

A powerful photo-play in four parts

Also The Following Comedies:
"TIT FOR TAT"
"A STONE AGE ADVENTURE"
"LUKE'S DOUBLE"

CHANGE OF PROGRAMME
Every Monday and Friday

Matinee Today at 2.30 p.m.

Commencing Monday, October 15th

"Mystery Of The Double Cross"

Big Mystery Serial Photo-play. In 15 Episodes each Two Reels. Featuring MOLLY KING and LEON BARY.

Episode 1—"The Lady In No. 7"
Episode 2—"The Masked Stranger"

Admission Prices: 30 cts., 20 cts. and 10 cts.

Siccawei Weather Report

12.—Fine weather in China, where the barometers have generally risen. Two depressions are still shown on both sides of Luzon. A wide-spreading and deep depression travels across N. Manchuria towards the Sea of Okhotsk, with secondary centers over Korea and Japan.

13.—Very fine weather Barometer rapidly rising.

Saturday, October 13, 1917.

WEATHER	4 a.m.	9 a.m.
Bar. at Centg., mm...	767.05	769.19
Bar. at Centg., inches.	30.20	30.28
Variation mm for 24h	†3.57	†4.12
Variation mm for 12h	†3.36	†3.10
Wind—Direction	N	WNW
Wind—Kilom per hour	17	24
Wind—Miles	10.6	14.9
Temperature—Gen	13°6	18°9
Temperature—Fah	56.5	66.0
Humidity: co	85	58
Nebulosity 5-10	0	1
Rainfall mm	—	—
Rainfall inches	—	—

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Oct 18	5.00	San Francisco	Siberia maru	Jap.	Alexander
" 23	"	San Francisco	Pangan	Sis.	E. A. Co.
" 29	"	San Francisco	Tenyo maru	Jap.	Alexander
Nov 10	"	San Francisco	Venezuela	Am.	P.M.S.S.Co
" 13	"	Tacoma & Seattle Wash	Manila maru	Jap.	O. S. K.
" 19	"	San Francisco	China	Am.	C. M. S. S Co.

FOR JAPAN PORTS

Oct	15	9.00*	Nagasaki, Moji and Kobe	Hirasaki maru	Jap. N.Y.K.
"	16	11.00*	Nagasaki Moji & Kobe	Hakusan maru	Jap. N.Y.K.
"	18	5.00	Nagasaki, Kobe & Yokohama	Siberia maru	Jap. Alexander
"	18	noon	Moji, Kobe & Osaka	Kumano maru	Jap. N.Y.K.
"	20	5.30*	Nagasaki Moji & Kobe	Omi maru	Jap. N.Y.K.
"	23	5.30*	Nagasaki, Moji and Kobe	Yamashiro maru	Jap. N.Y.K.
"	25		Moji, Kobe & Osaka	Kasuga maru	Jap. N.Y.K.
"	26	"	Nagasaki, Moji & Kobe	Chikugo maru	Jap. N.Y.K.
"	27	"	Kobe	Kaga maru	Jap. N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Oct	14	7.00*	Liverpool via ports	Kitano maru	Jap. N.Y.K.
"	14	"	Java Ports	Tjimanoek	Dut. H-C T Co.
"	14	"	S'pore & Bangkok via Ports	Selandia	Dan. E. A. Co.
"	19	"	London etc.	Shidzuoka maru	Jap. N.Y.K.
"	28	"	Liverpool etc.	Hirano maru	Jap. N.Y.K.

FOR SOUTHERN PORTS

Oct	14	D.L.	Swatow & Hongkong	Yingchow	Br. B. & S.
"	15	4.00	Ningpo	Hsin Pekin	Br. B. & S.
"	15	4.00	Ningpo	Hsin Ningshae	Chi N.S.S.Co
"	16	4.00	Ningpo	Kiangkwei	Chi. C.M.S.N.Co.
"	16	D.L.	Hongkong & Canton	Chenan	Br B. & S
"	16	A.M.	Foochow	Hsinchi	Chi. C.M.S.N. Co.
"	16	A.M.	Hongkong & Canton	Kwangtsh	Chi. C. M. S. N. Co
"	16	D.L.	Amoy, Hongkong & Canton	Sinkiang	Br B. & S.
"	20	"	Takao via F'chow & K'lung	Keelung maru	Jap O.S.K.
"	20	"	Manila & Hongkong	Venezuela	Am. P. M. S. S. Co.
"	21	D.L.	Swatow & Hongkong	Anhui	Br B. & S

FOR NORTHERN PORTS

Oct	14	10.00*	Weihaiwei Chefoo & T'tsin	Koonsbin	Br J. M. & Co.
"	16	3.00	W.H.W. Chefoo & Tientsin	Shengking	Br B. & S.
"	16	noon	Dalny	Sekai maru	Jap S. S. K.
"	16	noon	antung, Dalny & Tientsin	Kweilin	Br. B. & S.
"	16	noon	Newchwang	Tamsui	Br. B. & S.
"	16	A.M.	Tientsin direct	Hsinkong	Chi. C.M.S.N.Co
"	15	10.00*	Weihaiwei, Chefoo & T'tsin	Fengtien	Br B. & S.
"	18	"	Tientsin direct	Kwangping	Br. B.M.A.
"	19	noon	Tsingtao and Dalny	Kobe maru	Jap S.M.S.
"	20	10.00*	Weihaiwei, Chefoo & T'tsin	Shuntien	Br. B. & S.
"	21	"	Tsingtao, Dalny	Hakoshin maru	Jap. O.S.K.
"	22	"	Tientsin, Dalny & Tsingtao	Kohoku maru	Jap. O.S.K.

FOR RIVER PORTS

Oct	14	M.N.	Hankow etc.	Kiangyung	Chi. C.M.S.N.Co
"	15	M.N.	do	Kutwo	Br. M. & Co.
"	15	M.N.	do	Kiangtsin	Chi. C.M.S.N.Co.
"	15	M.N.	do	Siangyang maru	Jap. N.K.K.
"	16	M.N.	do	Tuckwo	Br. J. M. & Co.
"	16	M.N.	do	Tatung	Br B. & S.
"	16	M.N.	do	Tachangmaru	Jap. N.K.K.
"	17	M.N.	do	Kiangtoo	Chi. C.M.SN.Co.
"	17	M.N.	do	Wuchang	Br. B. & S.
"	17	M.N.	do	Taioo maru	Jap. N.K.K.
"	19	M.N.	do	Chungking	Br. B. & S.
"	20	M.N.	do	Sungkiang	Br. B. & S.

P.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Oct 13	Ningpo	Kiangtsen	2012	Chi.	C.M.S.N.Co.	KLYW
" 13	Foochow	Hsinchi	1385	Chi.	C.M.S.N.Co.	KLYW
" 13	Chinwangtao	Proteus	1678	Br.	K.M.A.	KMAW
" 13	Hankow	Yohyang maru	1917	Jap.	N.K.K.	NYKW
" 13	Hongkong	Chenan	1053	Br.	B. & S.	CNW
" 13	Hankow	Kiangwo	1854	Br.	J. M. & Co.	SHW
" 13	Vancouver etc.	Empress of Russia	16000	Br.	C. P. O. S.	Woosung

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Man	Commander
BNB	Apr. ..		Decidee	Fr g-b.	680	10	..	
Int. DW	Apr. ..		D de Lagree	Fr g-b.	..	..	..	
E J	Aug. 26	Curise	Kinsha	Br. g-b.	160	6	..	
ODW	Sept. 24	do	Monocacy	Am g-b.	..	..		
P&OB	Apr. 14		Samar	Am g-b.	243	4	33	Brown
GP	Aug. 24	Curise	Woodcock	Br g-b	150	..	..	

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung, Capt. W. McIlwain, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Siangyang Maru, Capt. J. A. Scott, will be despatched from N.Y.K. Mail wharf on Monday, October 15, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Kutwo, tons 2,664 Captain Gibb, will leave on Monday, October 15, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Str. Kianghsin Captain J. R. Milligan, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Str. Tachang M. Capt H. Yamashita, will be despatched from pootung N.K.K. wharf on Tuesday, Oct. 16, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha. No. 5 The Bund. Tel. No. 3256.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. Tuckwo, tons 3,770 Captain Philip, will leave on Tuesday, October 16, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Tatung, Captain Williams, will leave from the French Bund on Tuesday, October 16, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Wuchang, Capt. Pickard, will leave on Wednesday, October 17, at about 12 o'clock midnight. For Freight apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chungking, Captain Monkman, will leave on Friday, October 19, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Sungkiang, Captain H. Trowbridge, will leave from the French Bund on Saturday, October 20, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW and HONGKONG.—The China Navigation Co.'s Steamer Yingchow, Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, October 14, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents. Freight. Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s str. Hsin Peking, Capt. A. Scott, R.N.R. will leave from the French Bund on Mondy, October 15, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Chenan, Captain Barkus, will leave from the French Bund direct for the above ports on Tuesday, October 16, at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

FOOCHOW.—The Str. Hsinchi, Captain E. Hausen, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S. N. Co.

HONGKONG and CANTON.—The Str. Kwangtah, Capt. C. Stewart, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s Str. Sinkiang Captain Benson, will leave from the French Bund direct for the above ports on Thursday, October 18, at daylight. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Str. Keelung Maru, Capt. T. Kamiashi, will be despatched from the Co.'s Yangtszepoo wharf on October 20 The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer Anhui, Capt. Eedy, will leave from the French Bund direct for the above ports on Sunday, October 21, at daylight. For Freight or Passage apply to Butterfield and Swire Agents Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Chicago Maru, Capt. T. Saito, will be despatched from the Co.'s Yangtszepoo wharf on November 9, at ——— The steam-launch conveying passengers on board will leave the customs jetty at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

For Northern Ports

NEWCHWANG.—The China Navigation Co.'s Str. Tamsui, Capt. J. S. Dewolf, will leave on Tuesday, Oct. 16, at noon. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

TIENTSIN DIRECT—The Str. Hsinkong, Captain J. Halkett, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shengking, Capt. McIntosh, will leave from the French Bund on Tuesday, October 16, at 3 p.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

ANTUNG, DAIREN & TIENTSIN.—The China Navigation Co.'s Str. Kweilin, Capt. F. McGarity, will leave o Tuesday, October 16, at noon. For Freight or Passage, apply to Butterfield and Swire, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Fengtien, Captain Harris, will leave from the French Bund on Thursday, October 18, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire. Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN direct.—The Kailan Mining Administration s.s. Kwangping Oct. 18. For Freight or Passage, apply to Agents, 1 Jinkee Road Tel. No. 319.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Str. Shuntien Capt. Northcombe will leave from the French Bund on Saturday, Oct. 20, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. light. For Freight or Passage apply Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN, DAIREN and TSINGTAO.—The Str. Kohoku Maru, Capt M. Oyama, will be despatched from the Co.'s pootung wharf on October 22, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ——— on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha. No. 4, The Bund. Tel. No. 4234 and 4047.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA AND NONOLULU.—The s.s. Siberia Maru, 18,000 tons, Capt. K. Hashimoto, will be despatched on Thursday, October 18. Tender conveying passengers and mails will leave Customs jetty at 5 p.m. For passage apply to Toyo Kisen Kaisha, T. N. Alexander, Agent.

TACOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMMIDZU and YOKOHAMA.—The Str. Manila Maru, Capt. N. Kohayashi, will be despatched from on Tuesday Nov. 13, at ——— Though Bills of Lading are granted for American Ports and overland points connecting with the chicago, Milwaukee & St. Paul Railway Co. at seattle and Tacoma, Consular Invoices must accompany overland shipment. The tender will leave the customs Jetty for conveyance of passengers and mails to the steamer, at ——— on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Luenyi, Nagankin, Poyang, Tatung, Tungting, Chungking and *Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtsze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Sinkiang, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.
Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO:—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.
For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Foochow Road.

BUTTERFIELD & SWIRE,
Agents. 21-23 French Bund.

Freight: Telephone N. 77.
Passage: Telephone No. 401.

PACIFIC MAIL S.S.CO.

U. S. MAIL LINE

Operating the new first-class steamers
"Ecuador," "Venezuela" and "Colombia"
14,000 tons each

TO SAN FRANCISCO

VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT
The most comfortable route to America and Europe

SAILINGS FOR SAN FRANCISCO

S.S. "Colombia"	Oct. 13, 1917
S.S. "Venezuela"	Nov. 10, 1917
S.S. "Ecuador"	Dec. 7, 1917
S.S. "Colombia"	Jan. 3, 1918

SAILING FOR MANILA AND HONGKONG

S.S. "Venezuela"	Oct. 20, 1917
S.S. "Ecuador"	Nov. 17, 1917
S.S. "Colombia"	Dec. 15, 1917
S.S. "Venezuela"	Jan. 12, 1918

(Subject to change)

The Safety and Comfort of Passengers our first consideration.
Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.
For further information re freight and passage, apply to

B. C. HAILE, *Agent.*
1b Nanking Road (Palace Hotel Building)
Telephone 5056. Shanghai.

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

AMERICAN LINE
(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidsu, Yokohama and Victoria, B. C.

		arr.	leave.
"MANILA MARU"	(18,000 tons) Capt. N. Kobayashi,	Nov. 12,	13

For Hongkong

		arr.	leave.
"CHICAGO MARU"	(12,000 tons) Capt. T. Saito,	Nov. 8,	Nov. 9

CHINA COASTING LINE
For Tientsin, Dairen and Tsingtao

		arr.	leave.
"KOHOKU MARU"	(2,610 tons) Capt. M. Oyama,	Oct. 19,	22

For Foochow, Keelung and Takao

		arr.	leave.
"KEELUNG MARU"	(1,569 tons) Capt. T. Kamiashi,	Oct. 18,	20

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostock, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

H. YAMAUCHI, Manager.
OSAKA SHOSEN KAISHA
Union Building, 4 The Bund.
Tel. Address: SHOSEN, SHANGHAI. Tels. 4047, 4234.

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

CANADIAN PACIFIC

OCEAN SERVICES LIMITED

TRANS PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

It is not too early

to plan that Christmas Trip Home. At present rates of exchange the round trip fares in Mexican from Shanghai to the destinations shown below are approximately:

Vancouver	$546.12	St. Louis	$689.57
Seattle	557.21	Toronto	724.62
Portland	574.13	Buffalo	729.47
San Francisco	629.33	Montreal	750.28
St. Paul	670.94	Boston	753.05
Chicago	697.30	New York	750.28

Fares to other destinations quoted on application.

We have a big "Empress" leaving the latter part of November which will get you home two weeks before Christmas. Returning, you can leave Vancouver about the middle of January, arriving in Shanghai early in February.

For further information regarding passenger fares, sailings, etc. apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building.
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads.
Tel. Central 131.

T. K. K.

TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FOR HONGKONG DIRECT

PROPOSED SAILINGS FOR SAN FRANCISCO.

SIBERIA MARU	18,000 tons, from Shanghai,	Oct. 13 1917
TENYO MARU	22,000 tons, from Shanghai,	Oct. 29 1917
SHINYO MARU	22,000 tons, from Shanghai,	Nov. 26 1917

All the steamers of this Company are thoroughly modern and up-to date. Equipped with Wireless Telegraph, Submarine Signals, Laundry Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, *Agent,*
North China Insurance Co.'s Building
'Phone No. 3229. (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU

NOV. 19. JAN. 31

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE
REDUCED RATES TO MISSIONARIES

FOR HONGKONG

NOV. 6 JAN. 17

G. J. PETROCELLI, FRT. AND PASS. AGENT
NO. 6 KIUKIANG ROAD,
'PHONE 4773. 4TH FLOOR

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW!

SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI.

(Subject to alteration.)

EUROPEAN LINE.

For London or Liverpool via ports.

*(For Liverpool.)

	Tons		
SHIDZUOKA MARU ...	12,500	——	Oct. 19
*HIRANO MARU	16,000	——	Oct. 28
KAGA MARU	12,500	——	Nov. 11

FOR HONGKONG.

TOKIWA MARU	15,500	Capt. K. Ogura,	Nov. 24

AMERICAN LINE.

Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

TOKIWA MARU	15,000	Capt. K. Ogura,	Dec. 14

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

HANASAKI MARU ...	3,500	Capt. A. Kusakari,	Oct. 15
HAKUAI MARU	5,000	Capt. K. Takano,	Oct. 16
OMI MARU	7,000	Capt. M. Machida,	Oct. 20
YAMASHIRO MARU ...	7,000	Capt. K. Sudzuki,	Oct. 23
CHIKUGO MARU	5,500	Capt. Y. Yui,	Oct. 26

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KUMANO MARU	9,500	Capt. S. Saito,	Oct. 18
KASUGA MARU	7,000	Capt. K. Yagiu,	Oct. 25

KOBE TO SEATTLE

KATORI MARU	19,000	Capt. B. Kon,	Nov. 12

FOR JAPAN

KAGA MARU	12,500	——	Oct. 27
KATORI MARU	19,000	Capt. B. Kon,	Nov. 1

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

			Leave Hongkong.
NIKKO MARU	10,000	——	Oct. 16, 1917
AKI MARU	12,500	——	Nov. 13, 1917
TANGO MARU	14,000	——	Dec. 18

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostock, and also between the principal ports in Japan.

For freight, passage and further information, apply to

T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai. Tel. No. 2729.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

000 = Midnight, 1330 = 130 p.m.

July 1st, 1917, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2038	636	300	0	dep. Peking arr.	2230	1980	1020
2345	1112	625	. .	arr. Tientsin-Central dep.	1955	1700	735
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1650	710
000	1126	650	. .	arr. Tientsin-East dep.	1920	1640	700
1910	530	2340	524	arr. Mukden dep.	230	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
714	1135	—	0	dep. Tientsin-East arr.	—	1705	1615	
724	1146	—	2.71	arr. Tientsin-Central dep.	—	1655	1605	
741	1200	—		dep. Tientsin-Central arr.	—	1631	1547	
1139	1500	—	78	dep. Tsangchow dep.	—	1338	1221	
1457	1744	—	148	dep. Tsechow dep.	—	1043	926	
1801	2021	—	—	arr. Tsinanfu dep.	—	806	640	
7.	:	—	220	:	—	:	8.	
800	2031	—	—	dep. Tsinanfu arr.	—	756	1813	
1089	2221	—	266	dep. Tsinanfu dep.	—	601	1543	
1309	028	—		arr. Yanchowfu dep.	—	349	1311	
1319	048	—	318	dep. Yanchowfu arr.	—	339	1256	
1536	336	—	877	dep. Linchong dep.	—	120	1032	
1818	620	—	—	arr. Kuachowfu dep.	—	2336	810	
9.	:	—	420	:	—	:	10.	
630	437	—	—	dep. Kuachowfu arr.	—	2329	2007	
1134	832	—	522	arr. Pengpu dep.	—	1958	1442	
1206	840	—		dep. Pengpu arr.	—	1946	1432	
1647	1142	—	600	dep. Chuchou dep.	—	1648	928	
1848	1300	—	681	arr. Pukow dep.	—	1530	722	

Express 15. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1420	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2300	1430	. .	. .	dep. Nanking arr.	. .	1415	630
700	2140	. .	193	arr. Shanghai-North dep.	. .	755	2300

Yanchowfu-Tsinangchow Branch Line				Linchong-Tsechuang Branch Line			
930	1330	2130	d. Yanchowfu a.	630	1230	2000	
1052	1454	2252	a. Tsinangchow d.	538	1128	1848	
530	1119	1800	d. Linchong a.	810	1410	2100	
628	1219	1900	a. Tsechuang d.	708	1308	1958	

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

500 — train runs on Thursday only. 230 — train runs on Fridays only.

300 — on trains marked thus passengers must hold additional place tickets

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements
intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday.**

Piece Goods And Yarn

Messrs. Ilbert and Co., write as follow in their weekly market report:—

Trade continues very dull all round and merchants are only buying sparingly for immediate requirements. The lower Yangtsze ports such as Wuhu and Chinkiang are probably the only outlets doing anything approaching a normal business, being situated in one of the few regions not affected by floods or military movements, while the higher exchange for gold yen has enabled Corean buyers to come into the market again for moderate lots of White Shirtings.

Business throughout practically the whole of the upper Yangtsze regions from Hankow westward, is held up by political or military activities. Operations against rebellious troops in Hupeh are already on foot, the effects of which are making themselves felt in the Hankow market, and Szechuen, being under the domination of military leaders from the neighboring province of Yunnan, is not in a condition to carry on trade to any extent for the time being.

The further decline in exchange has provided a welcome check to the steady fall in tael values that has been in operation for some weeks past and even with the restricted business now in progress the tendency of prices is higher on the whole. Enhanced quotations for cotton in Liverpool and New York and the ever increasing difficulties of replacement also tend to add a little stiffening to prices on the local market.

Grey Shirtings 8½-lbs.—A few small parcels have been purchased for the smaller River ports as follows:—Green Joss at Tls. 3.90, Red Joss at Tls. 3.75, Two Stagheads at Tls. 3.50 and Blue Two Bells at Tls. 3.40. Auctions rather firmer on the whole.

4-lbs. to 7-lbs.—Some little enquiry has been in evidence for 7 lbs., cloths and the following sales are made public:—Blue Bell at Tls. 3.00, Three Soldiers at Tls. 2.85, Eagle and Globe at Tls. 2.65, Three Horses at Tls. 2.60 and Blue Horseman at Tls. 2.55.

9-lbs. to 11-lbs.—Only one sale is reported in Boy chop at Tls. 6.10 but buying at the auctions was a little more active, especially for the heavy shirtings for Ningpo.

White Shirtings.—We hear of business only in Gold Nine "Tah" at Tls. 7.50, and House at Tls. 6.00. Auctions irregular.

Jeans.—It is reported that Newchwang has purchased about 300 Bales Japanese Jeans, various chops, on the basis of Tls. 5.80 for 40 yds. and Tls. 4.50 for 30 yds.

Dyed and Fancy Cottons.—No private business has been reported. Fast Black Cotton Italians were in and out at auctions but Venetians were firmer all round.

Cotton.—In sympathy with the advance of American Cotton as well as the recent gradual decline in silver rates, our local cotton market has been strong with steadily advancing prices throughout the week, the lower exchange attracting export buyers. Quotations being as follows:—Tungchow Tls. 28.00 to Tls. 28.60, Tai Chong at Tls. 27.60, Steam Ginned at Tls. 26.80 to Tls. 27.80; Ordinary Shanghai at Tls. 26.50 to Tls. 27.50, Shensi Cotton is quoted at Tls. 35.00 to Tls. 36.00.

While Egyptian Cotton is easier, both American and Indian Cotton have advanced, the Liverpool quotations being cabled by Reuter as follows:—Good Middling American at 20.42d. Egyptian Sakallaridis at 31.95d. and F. M. G. Bengal and Scinde at 17.50d. per lb.

Local Yarn.—The Northern floods and the disturbed state of affairs in the provinces of Szechuen and Hunan are having a depressing effect upon our market; besides which previous speculators are reported to have sold some 1,400 Bales of 16s. Yarns at about Tls. 4.00 per bale below what Mills are prepared to accept. It is not surprising therefore that local spinnings have not advanced in proportion to the higher rates now asked for Cotton. The following sales are reported:—

14's 300 Bales Clouded Dragon at Tls. 114.00 and 125 Bales Four Hee at Tls. 118.00.

16's 500 Bales Two Tiger at Tls. 124.00, 500 Bales Sun and Moon at Tls. 119.00 and 1,000 Bales Watermoon at Tls. 126.50.

20's 200 Bales Wedding at Tls. 135.00, 400 Bales Watermoon at Tls. 138.00, 700 Bales Five Men at Tls. 135.00 to Tls. 138.00, 400 Bales Man and Goats at Tls. 134.00 and 200 Bales Three Joss at Tls. 133.00.

Indian Yarn.—No business to report this week.

Japanese Yarn.—Market fairly steady though restricted to the following moderate business:—

No. 16s. 200 Bales Woman at Tls. 130.00, 200 Bales Three Horses at Tls. 127.50 and 200 Bales Standing Horse at Tls. 128.00.

No. 20s. 400 Bales Man and Fish at Tls. 136.00.

COMMERCIAL CABLES

Reuter's Service

London, October 12.—Today's rates, prices and deliveries were:—

Consols 2½% for account: £56⅛.

Cheques on London at Paris: Fr. 27.18.

T.T. on London at New York: G. $4.76½.

Bar Silver (Spot): 44¼d.

Bank of England Rate of Discount: 5%.

Market rate of Discount: 4⅛%.

Cotton; Egyptian F.G.F. Sakell: 32s. 50d.

Cotton; M. G. Fine Scinde and Bengal: 17.60d.

Cotton; Good Middling Americans: 20.57d.

Plantation Rubber October: 2s. 7½d. paid.

Hornsby's 8¼ lb. Shirtings: 18s. 7½d.

Calverts 10 lb. Shirtings: 24s. 10d.

Taylor's 40s. Yarn: 29¼d.

Price of Common to Low Medium Tea fixed 11 pence to shilling.

OFFICES TO LET

OFFICES FOR RENT: Office flat, No. 1 Hongkong Road, 2nd floor. Self-contained, 7 large, bright, airy rooms, with north light. Early occupation. Very reasonable rental. For terms apply on premises.

15320

TRANSLATIONS

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Passengers Arrived

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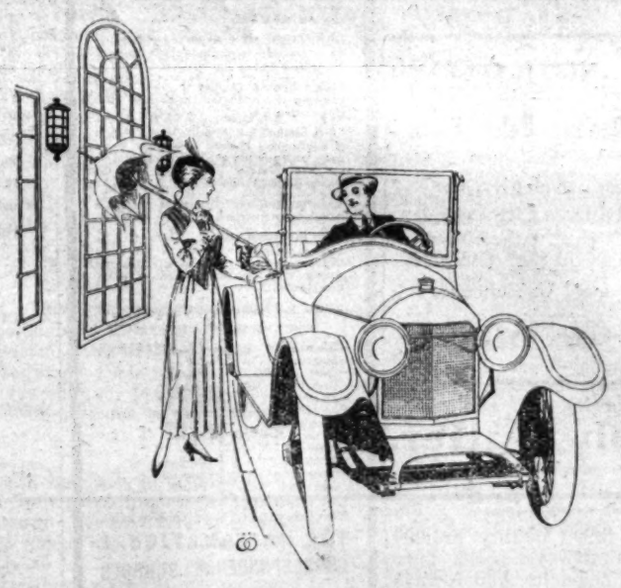

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15458

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NIEH CHI-WEI.

October 13, 1917.

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Business and Official Notices are Continued on Page 21

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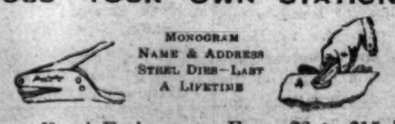

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Classified Advertisements are Continued on Page 23

To Nature and Back Again

by Stephen Leacock

In Which the Famous Canadian Humorist of Hearst's Magazine Pays His Diverting Respects to a Current Fad of the Serious-Minded

By Stephen Leacock.

From the September Number of Hearst's Magazine, Reprinted With Illustrations by Strothmann, by Permission of Hearst's Magazine.

"Then they closed in on me. I recognized the blue suits of the police force. . . . I was dragged out of the shrubbery and stood in the open park in my pajamas."

IT was probably owing to the fact that my place of lodgment in New York overlooked the waving trees of Central Park that I was consumed, all Summer through, with a great longing for the woods. To me, as a lover of Nature, the waving of a tree conveys thoughts which are never conveyed to me except by seeing a tree wave.

This longing grew upon me. I became restless with it. In the daytime I dreamed over my work. At night my sleep was broken and restless. At times I would even wander forth at night into the park, and there, deep in the night shadow of the trees, imagine myself alone in the recesses of the dark woods remote from the toil and fret of our distracted civilization.

This increasing feeling culminated in the resolve which becomes the subject of this narrative. The thought came to me suddenly one night. I woke from my sleep with a plan fully matured in my mind. It was this: I would, for one month, cast off all the travail and cares of civilized life and become again the wild man of the woods that Nature made me. My plan was to go to the edge of the great woods, somewhere in nearby land, divest myself of my clothes—except only my union suit—crawl into the woods, stay there a month and then crawl out again. To a trained woodsman and crawler like myself the thing was simplicity itself.

"I proceeded to dye my face and hands and my union suit itself a deep butternut brown."

Fortunately for me my resolve came to me upon the last day in August. The month of September was my vacation. My time was my own. I was free to go.

As in duty bound, I went first to the place of business where I am employed to shake hands and say good-by to my employer.

"I am going," I said, "to go and spend a month naked alone in the woods."

He looked up from his desk with genial kindliness.

"That's right," he said, "get a good rest."

"My plan is," I added, "to live on berries and funguses."

"Fine," he answered. "Well, have a good time, old man—good-by."

Then I dropped in casually upon one of my friends. "Well," I said, "I'm off to New England to spend a month naked."

"Nantucket," he said, "or Newport?" "No," I answered, speaking as lightly as I could. "I'm going to go into the woods and stay there naked for a month."

"Oh, yes," he said. "I see. Well, good-by old chap—see you when you get back."

Several of my friends had at least the decency to see me off on the train. One, and one alone, accompanied me on the long night ride to New England in order that he might bring back my clothes, my watch, and other possessions from the point where I should enter the woods, together with such few messages of farewell as I might scribble at the last moment.

It was early morning when we arrived at the way-side station where we were to alight. From here we walked to the edge of the woods. Arrived at this point we halted. I took off my clothes, with the exception of my union suit. Then, taking a pot of brown stain from my valise, I proceeded to dye my face and hands and my union suit itself a deep butternut brown.

"What's that for?" asked my friend.

"For protection," I answered. "Don't you know that all animals are protected by their peculiar markings that render them invisible? The caterpillar looks like the leaf it eats from; the scales of the fish counterfeit the glistening water of the brook; the bear and the possum are colored like the tree-trunks on which they climb. There!" I added, as I concluded my task, "I am now invisible."

"Gee!" said my friend. I handed him back the valise and the empty paintpot, dropped to my hands and knees (my camera slung about my neck) and proceeded to crawl into the bush. My friend stood watching me.

"Why don't you stand up and walk?" I heard him call.

I turned half round and growled at him.

Then I plunged deeper into the brush, growling as I went.

After ten minutes' active crawling I found myself in the heart of the forest. It reached all about me on every side for hundreds of miles. All around me was the unbroken stillness of the woods. Not a sound reached my ear save the twittering of a squirrel in the branches high above my head, or the far-distant call of a loon hovering over some woodland lake.

I judged that I had reached a spot suitable for my habitation.

My first care was to make a fire. Difficult though it might appear to the degenerate dweller of the city to do this, to the trained woodsman, such as I had now become, it is nothing. I selected a dry stick, rubbed it vigorously against my hind leg, and in a few moments it broke into a generous blaze. Half an hour later I was sitting beside a glowing fire of twigs discussing with great gusto an appetizing mess of boiled grass and fungi cooked in a hollow stone.

I ate my fill, not pausing till I was full, and set myself to the building of my house. I had but to select a suitable growth of trees and gnaw them down with my teeth. I was still gnawing with unabated energy when I was interrupted by a low growling in the underbrush. With animal caution I shrank behind a tree, growling in return. I could see something moving in the bushes, evidently an animal of large size. From its snarl I judged it to be a bear. I could hear it moving nearer to me. It was about to attack me.

The primitive fighting instinct rose strong within me. I bared my teeth to the gums, snarling, and lashed my flank with my hind foot. Eagerly I watched for the onrush of the bear. In savage combat who strikes first wins. It was my idea, as soon as the bear should appear, to bite off its front legs one after the other. This initial advantage once gained I had no doubt of ultimate victory.

The bushes parted. I caught a glimpse of a long brown body and a hairy head. Then the creature reared up, breasting itself against a log, full in front of me. Great Heavens! It was not a bear at all. It was a man.

He was dressed, as I was, in a union suit, and his face and hands like mine were stained a butternut brown. His hair was long and matted and two weeks' stubble of beard was on his face.

For a minute we both glared at one another still growling. Then the man rose up to a standing position with a muttered exclamation of disgust.

"Ah, cut it out," he said. "Let's talk English."

He walked over toward me and sat down upon a log in an attitude that seemed to convey the same disgust as the expression of his features.

Then he looked round about him.

"What are you doing?" he said. "Building a house," I answered. "I know," he said with a nod. "What are you here for?"

"Why," I explained, "my plan is this: I want to see whether a man can come out here in the woods, naked, with no aid but that of his own hands and his own ingenuity and"—

"Yes, yes, I know," interrupted the disconsolate man—"earn himself a livelihood in the wilderness, live as the cave-man lived, care-free and far from the curse of civilization!"

"Great Heavens, man!" I exclaimed. "That's my idea exactly. In fact, those are my very phrases. How could you have guessed it?"

He made a gesture with his hand to indicate weariness and disillusionment.

"Pshaw!" he said, "I know it because I've been doing it. I've been here a fortnight now on this open-air, life-in-the-woods game. Well, I'm sick of it! This last lets me out."

"What last?" I asked.

"Why, meeting you. Do you realize that you are the nineteenth man that I've met in the last three days running about naked in the woods? They're all doing it. The woods are full of them."

"You don't say so!" I gasped.

"Fact. Wherever you go in the bush you find naked men all working out this same blasted old experiment. Why, when you get a little further in you'll see signs up, WARNED MEN NOT ALLOWED IN THIS BUSH, and NAKED MEN KEEP OFF, and GENTLEMEN WHO ARE NAKED WILL KINDLY KEEP TO THE HIGH ROAD, and a lot of things like that. You must have come in at a wrong place or you'd have noticed the little shanties that they have now at the edge of the New England bush with signs up: UNION SUITS BOUGHT AND SOLD, CAMERAS FOR SALE OR TO RENT, HIGHEST PRICE FOR CAST-OFF CLOTHING, and all that sort of thing."

"No," I said, "I saw nothing."

"Well, you look when you go back. As for me, I'm done with it. The thing's worked out. I'm going back to the city to see whether I can't right there in the heart of the city earn myself a livelihood with my unaided hands and brains. That's the real problem; no more bumming on the animals for me. This bush business is too easy. Well, good-by; I'm off."

"Good-by," I said. He slid through the bushes and disappeared. I sat where I was, musing, my work interrupted, a mood of bitter disillusionment heavy upon me.

Long I lay, my dream of the woods shattered, wondering what to do.

Then suddenly there came to my ear the loud sound of voices, human voices, strident and eager with nothing of the animal growl in them.

"He's in there. I seen him!" I heard some one call.

Rapidly I dived sideways into the underbrush, my animal instinct strong upon me again, growling as I went. Instinctively I knew that it was I that they were after. All the animal joy of being hunted came over me. My union suit stood up on end with mingled fear and rage.

Then I realized that my pursuers had closed in on me. I was surrounded on all sides. The woods had somehow grown thin. They were like the mere shrubbery of a park—it migth be of Central Park itself. I could hear among the deeper tones of men the shrill voices of boys. "There he is," one cried, "going through them bushes! Look at him humping himself!" "What is it, what's the sport?" another called.

"Some crazy guy loose in the park in his underclothes and the cops after him."

Then they closed in on me. I recognized the blue suits of the police force and their short clubs. In a few minutes I was dragged out of the shrubbery and stood in the open park in my pajamas, wide awake, shivering in the chilly air of early morning.

Fortunately for me, it was decided at the police court that sleepwalking is not an offense against the law. I was dismissed with a caution.

My vacation is still before me, and I still propose to spend it naked. But I shall do so at Atlantic City.

A Quaint, Old Picture from Harper's Bazaar of 50 Years Ago. This Picture Is Grotesque to Us Because We See at Once the Disharmonies Between the Clothing of the Men and Women and Yachting. People Clad in Such Fashions Could Never Be Good Sailors, and It Is Because What Professor Dearborn Calls Our "Clothes Sense" Has Progressed So Far Since Then That This Picture Seems "Funny" to Us Now.

Science Explains That Clothes Do Make The Man

At Least They Add the 10 Per Cent of Efficiency That Makes the Difference Between Failure and Success, Says Prof. Dearborn, Discussing Why It Is a Moral and Business Duty to Be Always Well Dressed

Beauty and Grace Raised to One Hundred Per Cent of Efficiency by Harmonious, Beautiful Clothing. It Is Because Woman Has So Well Developed a Sense of the Power of Dress, Professor Dearborn Says, That Man Should Take Her Along Whenever He Buys New Clothing.

How Clothing Actually Expresses Character

The Fawning Effeminatic Courtier of the XVth Century

By Dr. George Van Ness Dearborn,

B. L., M. D., Ph. D., A. M. Professor of Physiology, Tufts College; Professor of the Philosophy of Physical Education, Sargent Normal School; Instructor in Psychology, School of Eugenics (in a Lecture).

CLOTHES serve as a protection, just as the skin does. The box coat of the tortoise, the quills of the hedgehog, the armor of the sturgeon, are all examples of clothes ,we might say in the lower animals, which serve as protection, very important protection, against fears of various kinds.

In the first place, most important of all undoubtedly, is fear of ridicule. I have no doubt that more people are impelled by fear of ridicule to dress well than by any other one motive. The second fear is of an estimation of poverty, fear of being considered poor if they wear poor clothes, fear of estimation of inefficiency or stupidity in as far as those things are indicated by one's money, by what they spend on clothes; fear of skin discomfort and of bodily internal discomforts.

The fear of estimation of bodily immodesty is perhaps nowadays a rather minor affair.

I should like to enlarge on this ultra, super-importance of fear in our social life. There is no one thing in this world that the vast majorty of men and women need to be relieved of more than various kinds of fear. Fear is one of the very worst enemies of our civilization and of our comfort, and, moreover, of our efficiency.

Protection and relief then from these fears, I take it, is the real aim and purpose of our system of clothes. Fear is so instinctively a part of each unique individual that relief from it in all its phases is a positive joy.

Being well dressed relieves us from these fears. Then add vanity, self-confidence, pleasant anticipation, satisfaction with oneself, etc., and we have the pleasant emotional tone which lends a tremendous energy and "pep," so to say, to the desire to be well dressed.

Comfort is indispensable to a high efficiency. This feeling one gets when one's clothing fits absolutely.

To me two criterions in clothing are essential—one of a general and the other of a particular nature. First, a uniform snugness, with a reasonable amount of looseness to the organism as a conscious and living and active man, as a machine with vital and mental processes to carry on.

And, secondly, fitness to each unique individuality. At least ninety-nine out of every hundred men who are not deformed could be fitted by a reasonable number of well-developed types of clothes.

For each unique individual there is a relative unobtrusiveness. An essential thing about a well-fitting suit of clothes—remember, we are not talking about the body any more, clothing must fit the personality—is that it must be unobtrusive.

Of course, there are exceptional people in whom obtrusiveness is a virtue. The detective, for example, the doctor of medicine, the sport, the politician, the army general, a great many others, all wear clothes which should be obtrusive; their business is to be obtrusive. But for the most part, for the run of men and women who are not in these groups, the essential thing is unobtrusiveness.

Now, self-confidence is another form or aspect of the satisfaction arising from clothing fitness. Self-confidence, protected, fearless, initiative; unirritated, normal manhood, confident of its eternal and universal mastery, arise from satisfaction.

Success has as one of its conditions self-confidence and fearlessness. Success in general is not possible without them.

From one of my classes in psychology, men and women, twenty-four of them, averaging twenty-eight years in age, I obtained seventy-eight answers giving reasons why being well dressed helps a person to success. I will give a summary of these reasons:

First: "A well-dressed person more easily gains the confidence of people in the business world." Fifteen answers said practically that.

Second: "Consciousness of good personal appearance frees the individual from the fear of the most common form of adverse criticism."

Third: "The personality of an individual is judged first of all by his external appearance."

Fourth: "Those habitually well-groomed carry that neatness to things beyond clothing. It suggests a neatness which is sure to be applied to other things."

Fifth: "Social advantages are frequently obtained as the result of pleasing personal appearance."

Sixth: "First impressions are lasting with many individuals."

Seventh: "The appearance of having money carries with it the impression of the power to make money."

Eighth: "To see an individual well dressed produces a pleasureable sensation in others and puts them in a favorable mental attitude toward the individual."

Ninth: "Being well dressed has unconscious effect on the carriage of the individual, and conversely a good carriage promotes a desire for good clothing."

Tenth: "Being well dressed has an effect upon the emotions of the individual, such as joy, etc."

Eleventh: "Clothing often reflects the habits of living, such as home influences."

Twelfth: "Being well dressed requires a certain amount of cleanliness; therefore, is hygienically worth while."

And, thirteenth: "Half the world is being bluffed by the other half; dressing well helps your bluff."

I also asked my class to state instances in which good clothes had been useful in business. No less than seven cited instances in which obtaining a position in competition had been unmistakably due to the first impression caused by good clothes.

First impressions are of great practical importance because they impress the sub-conscious mind strongly, and through continuous action of the sub-conscious gain permanent influence.

You have here a contrast effect. You have the vigorous impression that comes from something wholly new and striking, striking in the sense that it is a first impression obtained of that individual. Perhaps this is stronger in women observers. Perhaps it is more intuitive and emotional, and therefore wives and sweethearts are the proper chaperons of men when they go to buy their clothes.

This is something that is very well worth consideration. Women in general are very much better judges of well dressed men than men themselves are. If the business interests could in some way educate men to trust to their wives and sweethearts and mothers as to whether their suit is fitting or not—fitting to the personality, remember, not to the body only—it would be a distinct advantage in the securing of satisfied customers.

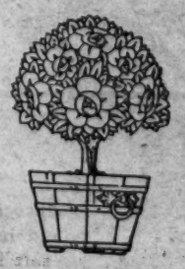
Women have a faculty distinctly of sizing up an appearance, especially in a man, which rests on their intuitive faculty, which men for the most part lack.

Uniformity, save in uniforms, is a crying wrong of our system of dress. Uniforms for soldiers, policemen and sailors are clearly more than a symbol of indispensable esprit de corps. The uniforms make the esprit de corps.

Obtrusiveness, or conspicuousness, sometimes is an aim and end in itself. The widow wears her sombre colored clothing, the sport his flashy checks, the Cossacks their uniforms. The really well dressed persons in general wear clothes which are not differentiated from the rest of their personality at all. Indeed, philsophically speaking, one's selfness, one's ego, as the philosophers call it, includes all of his relationships.

A man's clothes, in fact, are naturally in a social community part of himself. It is an actual philosophic proposition. They are not something that he puts on and takes off and that bear no relation to his personality, but the clothes a man wears are part really of his personality, considered from a common-sense point of view. Therefore, they should fit into it. They should be on him unobtrusively. They should be part of the individual.

The self-respect and self-confidence which seem to be, in fact, however loath we may be to accept the fact, partly dependent on clothes in some persons, in some persons largely so dependent, are intimately part and parcel of the initiative of every individual. If a man hasn't self-respect he will not have that self-confidence which is the necessary preliminary to a normal success. He won't try to do things, but if he has self-confidence he is sure to have a large amount of initiative, and in my deliberate opinion that self-confidence for the great mass of men and women is to an extent dependent on being well dressed. The multiform discomforts of poor clothes are an important economic factor—I believe in many men and women a matter of 10 per cent or more of efficiency. And this percentage, small as it is, may often be just enough to make the difference between failure and success.



MAGNIFICENT SELECTION OF

PIANOS

at

Robinson's

Easy Terms

Automobiles

SHANGHAI, SUNDAY, OCTOBER 14, 1917

TIRE SERVICE STATION OPENED IN SHANGHAI

Local Firestone Agents Give Settlement Innovation Of Great Convenience To Motorists

The Shanghai Tire Service Station, 18 Nanking Road, local agents for the Firestone Tire and Rubber Co., of Akron, Ohio, have now completed and fitted up their tire service station, and are prepared to assist the motoring public in their tire troubles.

The Tire Station is large, airy, and contains the most modern and up-to-date appliances for tires, thus making it the best equipped service station in the Far East for this particular line of the motor industry.

These modern appliances comprise of Electric Air Compressor, Electric Rim Polisher, Tires vulcanised by William's Patent Process, and all the mechanical work is under the direct supervision of Mr. J. R. Harvey, the proprietor, who has had many years' experience in building, adjusting defects, and repairing tires in the leading tire factories in Ohio, the world's largest manufacturing center for tires.

Free Air service to the motoring public is a new innovation of the Shanghai Tire Service Station, which is being welcomed by motorists.

Rubber stocks for repairing, also stocks of new tires arrive regularly each month direct from Akron, Ohio.

CHEVROLET ANNOUNCES NEW 'FOUR NINETY'

The Chevrolet Motor Company announces a new series of model "Four Ninety." This latest car, which is listed at $635 for the Touring type, has a number of improvements not possessed by the former model having this name.

The motor is of an improved design, and the cooling is by water pump. The oil pump has been changed to the gear type. Wheels are fitted with demountable rims, and one extra rim is furnished.

The new equipment includes a tilted wind-shield and one-man top. Additional new items; foot rail, robe rail; flaps on top of each door for protection of the body and finish; pockets on the inside of each door; kick pad added at the rear of front seat; front and rear fender skirts extended to meet the radiator splash guard and the rear splash guard on the body. The "Four Ninety" roadster will list at $620.

The Chevrolet Company will also bring out during he month three new enclosed models. There will be a Coupe and Sedan on the model "Four Ninety" chassis and a Sedan on the "Baby Grand" chassis.

The "Four Ninety" Coupe or Sedan will list at $1,060, and the Sedan on the "Baby Grand" chassis will be $1,475.

The Baby Grand Touring car and the Royal Mail Roadster with a larger motor and other refinements now lists at $935.

Back Home After Bounding Country In A Saxon Car

Finishing a trip that had carried him almost around the boundaries of the United States, A. W. Schlabach, driving the Saxon Trail Blazer, reached New York. In the six months' journey he had covered almost 12,000 miles.

Mr. Schlabach first reached the Atlantic Coast at Newport News, turning south from that point in order to avoid the Winter. He touched at Wilmington, N. C., and Charleston, S. C., keeping directly southward to Jacksonville and Miami, Fla., and across the State to Tampa. Thence he followed the Gulf line to Brownsville, Tex., the Rio Grande to El Paso, and the Mexican border line to San Diego.

The Pacific Coast was followed northward through San Francisco, straight through to Seattle, where the trail blazer turned eastward along the Great Northern Railroad, which is paralleled by a road. Leaving Duluth the Great Lakes were circled to Buffalo.

To entirely circle the country would have involved a route skirting Maine. Instead, Mr. Schlabach crossed from Buffalo to Boston, and then followed the regular route to New York. He left on Friday morning for Philadelphia. The little Saxon was still going strong when it left here, and had encountered very little trouble in its long trip.

DO YOU MEAN TO OWN A CAR IN THE COURSE OF A YEAR?

If So, Get It Now; Machines Will Be Scarce And Prices Higher Later

The following editorial was published by the Washington Times:

The family without an automobile is like the poor Dodo—a bird that recently became extinct. It had little wings, but couldn't fly.

The man who lives without an automobile, if he can afford it, is as foolish as that Dodo would have been if real wings had been offered to him and he had declined on the ground that he preferred to walk—and be knocked on the head by the sailor landing from an Arctic ship.

The automobile gives wings, not to the selfish individual, but to the whole family. It gives youth to the old father or mother, strength to the child too young to walk and, above all, united pleasure to all the family group.

The man who might own a car, even by sacrificing in other directions, and who does not own a car, is neglecting an opportunity, neglecting his family, and his friends.

Do not economise on life itself. The automobile takes you into the air, into health, into the beautiful country. It makes you acquainted with this earth, which is your inheritance.

Do not go down into a dark cellar to count your pennies, or let concentration on false economy keep you at home, far away from the beautiful world, in order to save the small amount that it costs to keep up the good automobile of today.

This is not written, however, to urge the value of the automobile. That is demonstrated.

It is written to impress facts upon our readers.

It will soon be difficult to get, at any reasonable price, the automobile that you want.

If you intend to get a car soon, or in the course of a year, get it now—and be sure that you have it.

Many of the most important plants have stopped manufacturing pleasure automobiles—absolutely—because the government has ordered them to work on flying machine engines, or government trucks. When cars on hand are sold, they will make no more.

The automobile plants finds it extremely difficult to get material required, and will soon find it impossible, with increased cost of labor and everything else, to continue the present prices for automobiles.

You read in the New York papers that the recent terrible heat wave was complicated by the fact that the supply of electric fans had run out—they could not be had.

That is a small and passing difficulty.

The great fan of the human race is the automobile—the machine that takes you flying through the air and fans the whole family.

Do not let the supplyof automobile fans disappear while you are making up your mind as to just when you should get the machine that you have been thinking about, and ought to get now.

If you prefer a new machine to the old one you have, do not be in a hurry to get rid of the old one, unless you get a right price. Put it away; you will get a better price for it soon.

If you should offer $100,000 for a new Rolles-Royce machine—the well known English machine—you could not get one here or in England. You can buy an old one rebuilt, and men pay as much as $10,000 for them in England—because the government is using the factory for making trucks, and a new machine cannot be bought at any price.

All of our automobile machinery, all the facilities of the big companies will not be able to supply government needs alone, if this war runs for two or three years, as it promises to do.

At present you can get your machine without interfering with the government's wants, without selfishly putting your family needs ahead of the government needs.

Don't wait if you want a machine and at the present prices. Buy your car now.

The Michelin
Red Inner Tube
is made of pure para rubber
it insures:
the maximum mileage
the minimum expense
because it lasts 3 times longer
than any other inner tube and
costs the least

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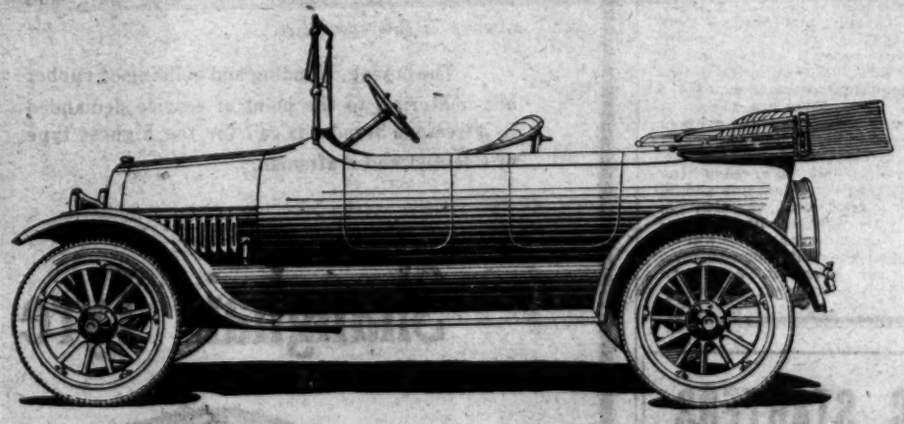
BUICK
Valve-in-Head Motors Stand for
Maximum Power
Minimum Expense



The Buick has gained renown as THE LOW GASOLINE CONSUMPTION CAR.
Despite the recent fall in exchange our prices are the same because we are covered.
ASK FOR A BUICK DEMONSTRATION
H. S. Honigsberg & Co., Inc.
'PHONE WEST 1234
HONIGSBERG SERVICE STATION (West 1211) for HIGH GRADE SERVICE AND REPAIRS

CAMPAIGN UNDER WAY TO PREVENT GASOLINE WASTE

Automobile Organisations Urge Care In Operating Cars And Handling 'Gas' For Patriotic Reasons

To guarantee ample fuel for army and navy needs and for the legitimate requirements of motor car users, the national automobile organisations have begun their "Save Gasolene" campaign among garages, dealers and owners.

Co-operating in the movement are the National Automobile Chamber of Commerce, Society of Automotive Engineers, Motor and Accessory Manufacturers and the American Automobile Association, with its membership of clubs and individual owners.

In the ouinion of Chester Naramore ning, director of the Bureau of Mines, says it is estimated the United States army will need 350,000,000 gallons of gasolene for airplanes, trucks, tractors, &c. He says: "Automobile owners need not lay up cars, but should use them either for trade or pleasure purposes thoughtfully and judiciously. If this advice is followed, there will be no under scarcity, for the United States possesses an abundant supply for ordinary purposes."

In the opinion of Chester Naramore and John H. Wiggins of the petroleum division of the Bureau of Mines, and of many oil producers and refiners, the gasolene situation, while it must be viewed seriously, is not such as to indicate probable need for drastic action by the Government or the suspension of the customary useful operation of passenger automobiles, yet it is the patriotic and unselfish duty of owners to use gasolene with utmost economy. It is not a question of saving money spent for gasolene or of saving gasolene to prevent an increase in price, but of conserving the fuel itself so there will be ample for war needs.

The situation in this country is not like that of England, because England is entirely dependent upon imports for her gasolene supply, whereas the United States is a large producing country and exports great quantities of oil and gasolene. During the fiscal year ended June 30, 1917, the United States exported 425,703,130 gallons of gasolene and naphtha, as compared with 294,779,809 gallons in the previous fiscal year. Her exports of crude, illuminating, lubricating and fuel oils, residuum and other mineral oils increased from 2,148,668,174 gallons in the twelve months ended June 30, 1916, to 2,323,735,304 gallons during the last fiscal year.

Of the 2½ billion gallons of gasolene refined in this country last year about one- half were used in the 3½ million motor vehicles in use. Even if only a 10 per cent saving is effected by automobilists this will amount to more than 125 million gallons in the next twelve months. Such a saving is easy to accomplish, according to the National Automobile Chamber of Commerce, without entailing hardship on any one and with actual benefit to car users aside from the saying in fuel and the cost thereof. By more careful adjustment of carbursters, cleaning of cylinders, tightening of piston rings, &c., the cars will run better, develop more power and generally give more satisfaction.

The Automobile Chamber of Commerce is calling upon all manufacturers in the country and upon about 27,000 dealers, 24,000 garages and 13,000 repair shops to help in the movement to save gasolene. It is preparing a placard to be hung on the walls of service stations, garages and supply stations urging users to economise in the consumption of gasolene in the following ways:

1. Do not use gasolene for washing or cleaning—use kerosene to cut the grease.
2. Do not spill gasolene or let drip when filling—it is dangerous and wasteful.
3. Do not expose gasolene to air—it evaporates rapidly and is dangerous.
4. Do not allow engine to run when car is standing. Cars are fitted with self-starters and it is good for the battery to be used frequently.
5. Have carbureters adjusted to use leanest mixture possible—a lean mixture avoids carbon deposit.
6. See that piston rings fit tight and cylinders hold compression well. Leakage of compression causes loss.
7. Stop all gasolene leakage. Form the habit of shutting off gasolene at the tank or feed pipe.
8. See that all bearings run freely and are well lubricated—friction consumes power and wastes gas.
9. Protect the radiator in cold weather—a cold engine is hard to start and is short in power.
10. Keep tires fully inflated—soft tires consume power.
11. Do not drive at excessive speed. Power consumption increases at a faster rate than speed. Every car has a definite speed at which it operates with maximum fuel economy.
12. Change gears rather than climb hills with wide open throttle—it saves car and gas.
13. Do not use cars needlessly or aimlessly. By exercise of forethought a number of errands can be combined, so that one trip to town or elsewhere will do as well as two.
14. Reduce the amount of riding for mere pleasure by shortening such trips or cutting down their frequency.

The Government is not contemp ating any drastic action to compel car users to give up riding for pleasure or recreation, and if there is a general and concerted effort to save gasolene it is believed there will be ample to meet all reasonable requirements.

The N, A. C. C. will try to induce other industries using gasolene to economise. Cleaning establishments will be urged to filter their gasolene and use it over and over.

Use of gasolene stoves and gasolene lighting has decreased in recent years.

Congress will be urged to modify regulations surrounding the manufacture of industrial alcohol, so that distilleries which are prohibited by the new food law from manufacturing whiskey can produce alcohol from things other than cereals to sell cheaply in competition with gasolene for fuel purposes. Farmers can produce it from waste products.

New oil fields, new refining processes and a persistent campaign of economy are expected to help the fuel situation to the benefit of the Government and all other users.

AUTOMOBILE MARKS HIGHEST TYPE OF INDUSTRIAL SKILL

Work Which Once Took Days Now Requires Minutes; Some Steps In Engine Building

By Merle Shepard

When you see an automobile in all its glory of finished perfection do your thoughts ever turn to the elaborate factory which has produced it? Do you ever wonder what the steps have been in the production of the engine, chassis and body from a mass of raw, shapeless materials? Or did you ever stop to think of the number of trades that are involved in the manufacture of the car from upholstery to crankshaft, from the electric system to the glass windshield?

A book of the most interesting kind could be written on the travels of the raw materials from the far corners of the earth which are brought together to provide you and I with one of the greatest boons to humanity that exists today. In South America, in the jungles of the Amazon, the rubber is being gathered for our tires, while in other parts of the world iron is being mined for the steel in the car. The alloying substances for these steels, such as nickel, tungsten, chromium, vanadium, etc. all must be gathered from the particular localities in which they are to be found.

But after all, the most wonderful part of the story exists in the great factories where the raw materials are seized by steel hands and fashioned quickly and with the most minute accuracy into the proper parts. Continuous streams of raw materials enter at one end and emerge from the other in the form of cars which seem almost to have life in their ability to take us wherever our fancy wills and at speed that make us masters of time and distance. The chainwork of machinery and men which produce these machines typify the highest type of industrial development that exists in the world.

Never did an industry deserve to be cultivated more than that which produces automobiles. The men who work in the factories are well paid and efficient. They represent the highest type of mechanical labor. The product is one which has made our nation richer by increasing the mobility of our population and by extending the good road movement.

Making The Motor

It would take more space than we can afford to tell the story of the whole automobile, but it will be of interest to sketch the process of making an automobile engine.

Taking the average of today, which is a block cast unit power plant, the work of manufacture may be roughly divided into three groups. In fact, these groups correspond quite closely with the manner in which the manufacture is generally laid out in the factory. There is the crank case, the cylinder block and the small parts. The cylinder block is generally of gray cast iron, the crankcase is generally iron or aluminum with a pressed steel bottom pan and the small parts are of different materials depending on the purpose for which they are intended.

The pistons are cast iron or aluminum alloy, the former being used because of its good bearing qualities and the latter because of its good heat conductivity and lightness. The connecting rods are generally alloy or good heat-treated carbon steel and the crankshafts are of carbon steel as a rule, although at times chrome pickel steel is used. The rods must be stiff to withstand bending strains and the shock of explosions, while the crankshaft must also be rigid to guard against vibration and the so-called whipping.

The camshafts are also of steel and the valves of late have been made largely of tungsten steel and other alloys, which have greatly reduced the necessity for frequent grinding. The bearing metals are soft lead and zinc products and combinations, while the gaskets are of copper and asbestos. These are the main materials entering into manufacture.

Early Manufacturing Steps

The first steps in the manufacture of the engine are the truing of the cylinder and crankcase castings. They are planed off so that they are level and perpendicular, and all the holes are drilled in them by multiple spindle drills. The cylinders are made by boring out the inside of the cylinder block first by a tool which cuts them roughly to size, then by a second tool, which brings them closely to the proper diameter, and finally by recoming or grinding they are given the mirror-like finish so familiar to motorists.

While the cylinder block is undergoing the processes described, the crankcase is being completed by drilling the main bearing holes from one end of the case to the other. The long spindle bores all the bearings at once, and thus holds them in line. They are then passed along ready to have the crankshaft bearing liners fitted and the shaft and other parts put in place.

Pistons are roughly cast to shape and then placed in lathes which turn them down to the correct diameter. This piston ring grooves are cut to size and the rings fitted to them, after which they are lapped into their respective cylinders in a great many factories by putting an abrasive compound between the piston and the cylinder wall and working them in and out until a satisfactory fit is secured.

Connecting Rods

Connecting rods are forged by a big hammer which drops on steel billets and forces them into approximate shape. The blanks thus termed are drilled at both ends and machined to shape by cutters which take off all the surplus metal. The rods must be light, but strong. When the rods are finished they are assembled to the pistons and all the rods and pistons that go in one engine are checked on delicate scales to see that they weigh alike, so as to keep the engine in balance.

A forging is also used for the crankshaft. This is turned down in a lathe and is also carefully balanced to keep the engine from vibrating. The balacing and counterbalancing of crankshafts has been one of the most carefully studied problems in engine manufacture for the past few years.

The small parts are forged in some instances also. This is true of valve heads, rocker arms on overhead valves, tappets, etc. The camshift is generally a one-piece drop forging in which the cams and shaft are all forged together from the same piece of stock.

After all these parts are turned out in their respective ways, the assembly work starts. The cylinder blocks and crankcases are sub-assembled and the whole engine then put together and mounted on a test block. It is quite customary to first run the engine by having the crankshaft rotated by a belt. The engine is then allowed to run under its own power, after which it is torn down, re-inspected, put together again and placed in the chassis ready to do its work.

War Time Economy For The Motorist

There are thousands of cars at present in use which can, with a little inconvenience, use a mixture of kerosene and gasoline or even kerosene alone. The carburetion systems of modern cars are designed to handle a fairly poor grade of fuel, but owners are a little backward in experimenting. An appreciable saving can be made by each owner if he will but try a one-gallon mixture composed of one-half kerosene and one-half gasoline. Especially should this be done by owners who are not particular about abnormal car performance. For ordinary running when little demand is made for quick acceleration, this mixture may prove satisfactory in a great many cases. Though motoring in this country is comparatively cheap, owners can make it still cheaper if they will direct their attention to two of the important items of expense—fuel and tires. Tires are higher in cost than they were, but the average owner can make up for the extra cost by getting additional mileage. At the very first sign, plug the slightest tread cut. Inflation should be given a great deal of attention, especially also since the heat of summer adds to the wear. You will be surprised at the better performance of the car after it has been lubricated at eveyy moving surface.

The Theory Of Buick Service

"The word Service appears to be the only term available for describing a certain commodity developed by business—a commodity of real value to the buyer and of paramount importance to the seller in every transaction of which it is apart," said Mr. H. S. Honigsberg, Buick agent in Shanghai.

"This commodity in its essence is the effort of the honest business man to give the purchaser of the product which he markets such attention as will assure to the purchaser the maximum pleasure and satisfaction from the article which he buys.

"The service surrounding the Buick car starts with the beginning of the car. In the Buick laboratories at Flint, are found technical experts whose duty it is to examine, analyze and test the material entering into the construction of the Buick car, that every part may conform to the high standard of quality which has been set for it."

Other experts are constantly concerned with the processes of manufacture—that economies may be effected—production increased—to the end that the saving effected by improved methods may be turned back into extra quality in the car without increasing the price.

In the Buick sales and advertising departments executives are constantly employed in the development of more efficient methods of distribution that economies from this source may be turned back into extra quality in manufacturing.

"In short, the energies of the Buick manufacturing, sales and executive departments are focused on producing and marketing a car which will give the maxium service to the Buick owner.

"The Buick car when delivered to the Buick dealer is safeguarded against defects in every way known to modern manufacturing practice and is as perfect as skilled workmen and an army of experienced and careful inspectors can make it, but motor cars in the hands of inexperienced owners will occasionally develop troubles, and it is at this point that the Buick dealer should place his shoulder to the wheel and assist the purchaser in obtaining that degree of service, satisfaction and pleasure which he has a right to expect when he buys a Buick car.

"Motor car dealers in general naturally divide themselves into two classes, the one sells a car and disowns the car as soon as it reaches the purchaser; the other class realises that a satisfied customer is the best advertisement any dealer can obtain and that it is good business to give the purchaser such minor services as may be necessary to maintain the enthusiasm and good will of the purchaser for the car and the dealer who sold it.

"In the early days of motor car manufacture when few cars were to be had which were not liable to develop defects within a short period after purchased, when the dealers profit was insufficient to permit him to give much gratuitous service to his customers, when the customers themselves were as a rule ignorant of the first principles o motor car mechanics, and when the manufacturer had not realised the importance or necessity of providing adequate instuction books, dealers of the first class were very numerous.

"Through the course of years the motor car has undergone a process of rapid and continuous improvement, and the motor driving public has acquired a greater technical knowledge of motoring so that today both dealer and owner refuse to favorably consider a car which through past performance does not give a reasonable guarantee of long and satisfactory service.

"In short, the times when a motor car now requires service are much less frequent than in the earlier days, while on account of the increased sale of reliable motor cars, the dealers profits are greatly increased allowing some margin for service which the motor car buying public on account of its growing familiarity with motor car construction and performance now demands.

"Of course it is difficult to outline the amount or kind of service which any dealer should give to any particular motor car owner, but as a general statement, we should say, follow the "Golden Rule." Put yourself in the purchaser's place and try and get the owner's point of view, keeping in mind the fact that by satisfying the purchaser you are creating a vast amount of good will for yourself and the car which you sell, while on the other hand if you fail to satisfy the purchaser you are creating ill will which will be a tangible detriment to your business.

"In other words, it is good morals as well as good business to promote and foster a feeling of confidence and good will for your business and the car which you sell, and nothing will be of more assistance in accomplishing this than the smoothing out of some of the minor difficulties which your customers are liable to encounter."

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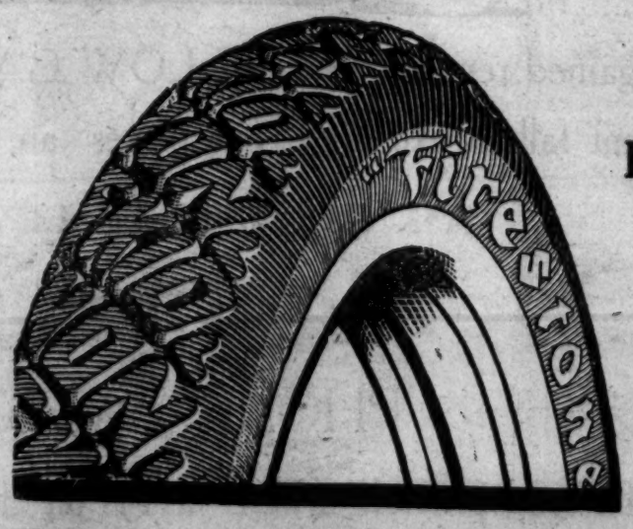

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The Question Of Engine Balance And Vibration

By Walter Shields

It is an inherent characteristic of human beings to be sensitive to the very smallest vibrations and the sensory system of man is attuned to such a fine pitch that these vibrations make him uncomfortable at times. It is because of this condition that it has become necessary for automobile engineers to make the machinery of the car so smooth in action at all speeds that the resulting vibration will be either of such low magnitude or of such periodicity as to cause the riders small concern. The motor is of course the unit which the engineer gives the greatest attention in reducing vibration, and in this part vibrations arise from the unbalance of the rotating and reciprocating parts such as the crankshaft, connecting rods, pistons, &c., because shafts deflect or bend when the engine is running, because of the limitations placed upon the permissible length of the connecting rod and because of torque reaction or turning effort of the engine.

While it is usually stated that vibration is caused by an unbalanced force, it should be borne in mind that it is not strictly the unbalanced force but the change in magnitude of the unbalanced force. Only during the past few years have automobile engineers paid strict attention to engine balance with the result that the modern power plant is relatively free from vibration during its early existence and fairly satisfactory for the remainder. Correct balance of the engine has a marked effect upon its life and to a certain extent upon its economy and certainly upon its power and speed; indeed high speed and more power have been made possible in some engines merely by better balance.

To bring home the importance of balance the case of wire wheels on racing cars might be mentioned. The race driver balances his wire wheels so that there will be no heavy side; that is, the wheel, when jacked up, must remain in any position in which it is placed. If there is a heavy side, even an ounce heavier, it will have an effect on the speed of the car and upon the tire wear. Though the out of balance may be but an ounce, this becomes an important factor at high speeds.

In automobiles there are four, six, eight and twelve cylinder engines, with the six in almost perfect theoretical balance except for the bending of the crankshaft, which is present in considerable magnitude in most makes. The twelve being practically two sixes, it also is heir to vibration from that cause, but since there are more explosions per unit of time in the twelve than in the six, the former will run smoother because the turning effort or torque is smoother. In the four cylinder engine crankshaft bending also is a fault, and in addition there is vibration caused by the unbalance of the reciprocating parts. In the eight, which is two fours, each half contains the unbalanced force, but the result of its fluctuation is not the same as in the four, as will be explained.

In the accompanying diagram showing a section through the end of a four cylinder engine the piston is shown at the top of its stroke in gray and white at half of its stroke. When the piston is at the very top—top dead center—the effective connecting rod length is L that is the piston pin is separated from the crankpin by distance L. When the piston is half way down, which is equal to one-quarter of the crankshaft travel, the piston pin and crankpin are separated by distance, D. Now the distances M and N are equal. One-half of the down travel of the piston is H and one-half the stroke is S, which is the same as the crank radius.

Now the distance D is less than L because the connecting rod is at an angle, so that in order to make M equal to N H must be greater than S, or half the stroke. This means that the piston on the down stroke travels more than half the stroke in the first quarter turn than it does in the second quarter. In the third quarter of its travel, that is the first of its upward movement, it travels less than half the stroke, and in the last part of its travel it moves more than half the stroke again. If the reader will study this carefully it is easy to see that wh never the piston gets to the top it will be moving faster than it does when it gets to the bottom because it must travel further in the last part of its stroke and do it in the same time that it travels the second and third quarters. If this is clear, then it can be seen that the two pistons in a four cylinder engine that get to the top always move faster than the two at the bottom, and since they weigh the same the top pair will exert a greater upward pull, due to inertia. Inertia depends on the weight and speed, and the weights being the same for all four, but the top pair travelling faster, they will have a tendency to exert an upward pull. This upward pull is the unbalanced force, the pistons, and if great enough it would pull the engine out of its supports and lift it straight up. Since the force shifts from one pair of pistons to another this unbalanced force cannot be balanced, but its magnitude can be reduced by reducing the weights of the pistons by using aluminum or steel. In addition to causing vibration the upward pull of two pistons at the top tends to bend the crankshaft. This is easy to see, since the pistons pull up either at the center or at the ends and try to pull the crankshaft along, making it look each time as shown in the illustrations. If the crankshaft should remain in this position it would make further vibration and wear the bearings rapidly. It can easily be seen that if the shaft tends to bend in this way the more bearings that are used the better, because the bearings hold the shaft firmly in place. This is why to many long engines with few bearings go to pieces so quickly and why two bearing crankshafts, which are not stiff enough, bend in the middle, where there are no supports.

An eight cylinder engine being practically two fours, has the same forces resulting from unequal piston speeds. But the cylinder blocks are at an angle, so instead of trying to pull the block straight up the force tries to pull the block off at an angle. The other block, tries to do the same thing, so that result is that the engine tends to rock back and forth as the pistons change positions.

In a six cylinder engine the pistons balance, because when one pair is up another pair is down and the third pair half way, and the same applies to a twelve. So that in these engines there is no unbalanced force from this cause.

Suppose you tried to tighten a nut on a rim by means of a flexible brace instead of a stiff one. You would attempt to tighten with the flexible one, and if you let go suddenly the part which you grasp with the hand the brace would fly back beyond its normal position, then back to normal and a little beyond the other way, and so on until it came to rest. In other words, it would vibrate to rest. The explosion in a cylinder has such force that it tends to twist the crankshaft in the same way. You imagine when you look at a crankshaft of two inches diameter that it could not be twisted, but such shafts do twist and give trouble, and the twist will vary according to the distance from the flywheel end. The twist is greatest at the front end. For this reason the Packard company has mounted on the forward end of the twin six crankshaft a so-called vibration damper which reduces this twisting much as a shock absorber acts on a car spring. Without this the shaft would have to be made too thick and heavy. The real trouble with the twisting is that it causes the pistons to vibrate, because the pistons, being indirectly attached to the crankshaft, any vibration in the latter will be imparted to the pistons, and any irregularity of movement of the pistons causes noticeable vibration which was explained before.

There is another cause of crankshaft vibration and one that has a marked effect on bearing life and that is caused by lack of rotational balance. You have heard of a flywheel being out of rotary balance, which means that its metal is not homogeneous and that one side is heavier than another. Like the wire wheels mentioned, there is a tendency of the heavy part to fly away from the rest. The average ten inch flywheel even when balanced will actually burst, fly to pieces, if revolved faster than 6,000 revolutions a minute, and this is brought down considerably if it is not balanced. In addition a heavy side on the flywheel causes that side to try to pull to one side and cause bearing wear on one side. Suppose you had a stick with a weight at one and you tried to swing it as a baton, it is easy to see that every time the heavy side came around it would try to pull the baton with it. Now the very parts of the crankshaft, the cranks or parts to which the connecting rods are attached, try to do the same thing to the whole crankshaft. Each crank tries to bend the shaft, and the effect is that the shaft actually does become bow shaped, which means that the bearings wear all out of true because of it, and the center bearing or bearings must carry a considerably greater load, which may be as much as half a ton. Now if each crankpin (with which is included a portion of the connecting rod) is separately balanced this bending vanishes, and this very thing now is being done by a number of makers, notably the Hudson. Opposite each crankpin is a weight which offsets the centrifugal force of the crankpins and thus tends to keep the shaft in its correct shape all the time. Without these weights the bending becomes greater and greater as the shaft speed increases, so that the only other way to overcome the bending is to make the shaft so thick and heavy that it cannot bend under the added load, and thus cause vibration, bearing wear and throw the crankcase out of alignment. It might be mentioned that the more crankshaft bearings that are used and the more rigid the crankcase the less the crankshaft bends.

SAVING IN STUDEBAKERS

Low Prices Due To Purchase Of Materials Before Costs Went Up

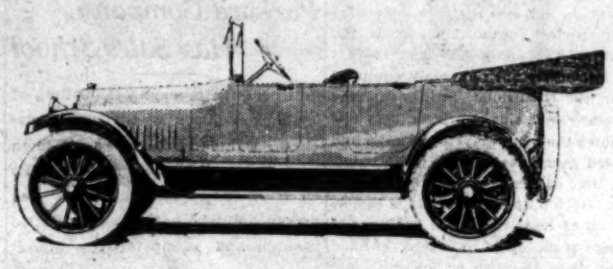
"The American public is gradually awakening the fact that practically all materials entering into the construction of a motor car have been rapidly increasing in price," says one of the studebaker managers. "This fact has been brought very forcibly to the attention of the motor car buying public by the automobile manufacturers who, in their newspaper ads for many weeks past, have announced price increases. Some of these makers have even been forced to make a second increase since July 1.

"A year ago Studebaker made huge purchases and placed long term contracts for raw materials, making it possible to continue the present low prices, while other manufacturers of cars in the Studebaker class advanced their prices. But at the same time we continually warned the public that the increasing cost of labor and materials might force Studebaker to raise their prices at any time without notice. In all sincerity and without any effort to stampede people into buying our car, we persistently urged intending purchasers to buy their Studebaker at that particular time and make sure of a substantial saving. Now the wisdom of our reasoning is being demonstrated daily here at our salesroom.

"Because the popular demand for Studebaker cars is rapidly exhausting the materials purchased at old prices the factory recently made an announcement of an increase in the prices of all models to take effect September 15. This definite announcement has been the cause of a big rush for Studebaker cars. Seems as if every one in my territory wants to take advantage of the old prices now."

Studebaker

Series 18 Cars



CHARACTER in an automobile refers to those qualities which are only apparent after long continued use. Then it is that a car's real worth becomes apparent. The worthiness of Studebakers, their ability to render long, efficient service is best demonstrated by the fact that 80% of them are purchased by those who have previously owned other cars.
This because the honesty of Studebaker construction, the superiority of Studebaker engineering skill, is shown by the faithful performance of Studebakers in actual use.
The superb Studebaker motor is so beautifully made that it gives masterful power at a minimum consumption of gasoline—the perfect balance of the Studebaker chassis assures remarkably long tyre mileage.
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PACKARD CLOSED CARS ARE OF VARIED STYLES

Coming Of Autumn Makes Motorists Think Of Provisions For Cold Weather Riding

The approach of autumn is heralded to the motorist not so much by the turning of foliage to rich colors, as by the chillish wind that calls for wraps on the evening's ride, which has become an institution with him. And he thinks of the enclosed car.

In the Third Series line of Packard Twin Sixes there are ten styles of enclosed carriages.

Women who have learned to preside at the steering wheel show a marked fondness for the modish coupe on the shorter chassis. Professional men, especially physicians, also like the coupe.

The transportation demands of formal and informal social usage are met by the limousine, imperial limousine—the imperial has fully enclosed driver's compartment—and the landaulet.

The brougham for seven passengers combines the roominess of the large capacity car with the friendly atmosphere of the car for smaller parties, and permits the owner-driver to be campanionably one of the party. There is no partition and there are individual front seats with an aisle between.

A very smart carriage, new to the Packard line, is the brougham for six. The top is somewhat lower than other enclosed cars and is the very latest style in straight-line roof effects.

The landaulet is the choice of many who desire in one vehicle the advantages of an open car and an enclosed carriage. The adjustable rear quarter of the landaulet may be thrown open in pleasant weather.

All types of Packard enclosed cars except coupe and six-passenger brougham may be had in two lengths of wheelbase.

Changing Gears

Changing gears seems to be little understood by a good many automobile drivers and a few remarks on the subject may be of interest to those who like to do as little grinding as possible.

To make things clear, start your motor and remove floor boards. Get on the driver's seat and throw out clutch. You can observe the clutch shaft slow up and come to a stop. Whether it stops slowly or quickly will depend on the state of lubrication of the bearings and also the thickness of the oil in the gear case. The thicker it is the more quickly the clutch will stop. From the foregoing it is evident that if you attempt to put in the gear, immediately after throwing out the clutch, there will be a frightful grinding so frequently heard. Therefore, the proper method in starting is to wait a few seconds before engaging in gear so that the clutch shaft and gears will be at rest or nearly so.

In making shifts upward, a certain interval must elapse after the clutch is out before making the shift, to allow the gear shafts to assume their proper relative speeds. If you have a quickly stopping clutch, the interval should be short; a slowly stopping clutch the interval should be longer.

Making shifts downward is more difficult. A great mistake so often made is releasing the accelerator, thus slowing down the motor. In the lower gear the motor must go faster than it did just before the change, so the obvious thing is to keep the throttle open (the habit of releasing the accelerator when the clutch is thrown out is hard to break and a good plan is to open the throttle lever on the wheel a little way). The slower the gear lever is moved, the more momentum the clutch shaft will lose. Therefore, shift as quickly as possible. On some cars this method will work well. On others it will not and the best practice to follow is what the English call double clutching—that is, the clutch is just touched to release torque on transmission, so that gear can be thrown out and momentarily clutch is engaged again, throttle remaining open all the time. The engine speeds up and with it clutch shaft and gear, so that when the clutch is again touched, the gears are approximately the proper speeds for them to slip in noiselessly. All this is done very quickly. It is, however, difficult to do right and requires practice.

Why Sedan Tops Are Popular

Probably no single feature of motor car development since the adoption of self starters has meant so much to the comfort and convenience of the motoring public as the convertible touring sedan, or open sedan, body. It has made the automobile more than ever an all-year vehicle, and has solved the problem of meeting all weather conditions almost instantaneously, without cumbersome change of body. The open sedan is, therefore, pre-eminently the type for the man who owns but one car which must serve him twelve months in the year. This class includes, of course, somewhere near 95% of all car owners, so that the foregoing statement is equivalent to saying that the open sedan is the ideal body for the great majority of motorists.

With its glass sides in place, the car is, in all essentials, a limousine with perfect protection from the weather. The only difference is that the interior is not commonly equipped with the luxurious fittings of the standard limousine. Within a very few minutes the sides may be removed and stowed away, leaving the body about like that of the standard touring car with its top up. In fact, it is easier, and takes less time, to make the change from open to closed, or *vice versa*, than to raise or lower a top, with the accompanying fitting or stowing away of side curtains. The sedan top cannot be lowered, so that it is impossible to obtain the entire openness of the touring car, but it will be observed that the majority of touring car owners drive with their tops up in warm and cold, clear and stormy weather alike. In its adaptability to weather conditions, the touring sedan is well nigh perfect.

There is one feature, however, which will limit the adoption of the convertible sedan to some extent. That is the element of cost. Those who must confine themselves to the lightest and cheapest cars usually can not affort the additional expense of the convertible body, but in the case of those who purchose cars at from, say, $1,200 up the additional cost of the sedan body does not impose too severe a burden. A certain amount of cost reduction can undobtedly be accomplished through quantity production, although this will be limited by the fact that construction must be accurate and substantial. Otherwise, creaks and rocking, and poor fitting of the removable panels will result. As for the increased weight of the sedan body this is not sufficient to be of any great importance.

From the very fact that the convertible sedan is designed to make it possible to use a single car for every weather condition, it follows that the fortunate minority of motorists who own two or more cars will prefer the standard touring and limousine types. Convertibility is unnecessary to them, desirable as it is for the great majority. To summarise, I believe that the convertible sedan is just beginning to be appreciated, and that it will atain very general popularity. There will always be a demand for the open body types, which are less expensive, and which are still preferred by many people, but there is a strong probability that the open sedan will become the dominant type. Contributed to "Motor."

Packard Company Has Sales School

A common theory in the selling of high class goods is that the purchaser wants to buy from a salesman who knows the article he sells, who is truly a representative of the maker, and who has the authoritative backing and stamp of the manufacturer's approval.

The largest and most successful manufacturing concerns in America have found the organised school of sales instruction to be the best method of equipping the salesman with these qualifications.

Although the Packard Motor Car Company has used sales schools for some time, its school system recently has been re-organised and the company has announced the plan of two one-week sessions every month. The first session will begin August 6. The school will be in charge of Frank S. Stratton of the carriage sales department.

Students are chosen by Packard dealers and branch managers. In many cases the students are men who have been salesmen for some time. In other cases they are beginners. In all cases, however, they are men who have proved their qualifications to become Packard salesmen.

The course includes a study of the history and principles of the company, together with trips to departments in the factory for a close-up study of the product.

The Packard company is one of the successful motor car manufacturing concerns in this country affiliated with the National Association of Corporation Schools.

Saving The Day With Lowly Screw Driver

We were fifteen miles out of the last town and ten miles from supper, with the sun just setting and no other machine in sight. In preparing to go through a mud-hole I had tried to shift gears too quickly, with the result that the lower end of the gearshift lever had broken off just under the ball and socket joint, leaving the car in neutral and powerless to go on. My partner got out the book of troubles, and though it mentioned a hundred and one mishaps and how to remedy them it said nothing about a broken gear-shift lever.

Just as the sun dropped behind a nearby hill I had a sudden inspiration. I told my plan to my companion, who was at first skeptical, but then, perhaps thinking of the good supper we were missing, he said to go ahead and try it.

I first took up the floor board and then, with a wrench, loosened the nuts that held the top of the gearbox. When this plate was removed the upper part of the shifting-lever lifted off with it, and thus left the whole system of sliding gear-sets exposed to view. Since the slots in which the end of the lever normally slid were narrow, it was obvious that something flat would need to be used to take its place and that it would have to have its own handle, since it could not possibly be fastened to the ball on the original lever. The large sized screw-driver was the very thing!

With a little poking about I found which gear-set had to be pushed, or rather pried back to put the machine into "first" and then the one for "second" and lastly the one for "high." Placing the lower end of the screw-driver in the slot and against the desired gear-set, and the middle of the screw-driver against the edge of the gear-box, I pulled back on the handle and thus pushed the gears controlling "first" into mesh. Meanwhile I pushed out the clutch with my foot my friend stepped on the self-starter and we soon had the engine throbbing again.

As I let the clutch in very slowly the machine crept forward onto the dry road once more. We ran on "first" until a slight down grade was reached, where, pushing out the clutch and letting the car coast, I returned the gears to neutral with the screw-driver, and then pushed those of "high" into mesh in the same way I had previously done with "first." Since the machine was coasting I went, as you noticed, from "first" straight into "high," and with the machine once more under way I removed the screw-driver and we drove into town with the mere inconvenience of flying grease from the open gear-box motor.

Price Of New Cars Will Be Higher, Says Hudson President

"Some months ago," said Harry S. Houpt, president of the Hudson Motor Car Company, of New York, "I called attention to the fact that owing to the increased cost and shortage of materials entering into the construction oof motor cars that the price of automibiles was bound to advance.

Since that time over half a hundred of the leading manufacturers have increased the price of their cars from $100 to $700 each, and in the so-called medium priced or Hudson field the price of cars has been increased from $300 to $400 within the last month.

"The Hudson Company as yet has not increased its price, but any time now within a week or a month I expect to receive word from the Detroit factory that the prices of Hudson Super-Six cars have been advanced.

"Copper, aluminum, brass, sheet steel, stampings, forgings and castings, to say nothing of labor, have all advanced from 30 to 150 per cent since the war began three years ago, and on no industry has the tax been greater than on the automobile.

"For this reason any one contemplating purchasing a car should buy it now, as in another few days they will have to pay a far higher price for the same machine and next year unless the war ends there will be a still further increase in price."

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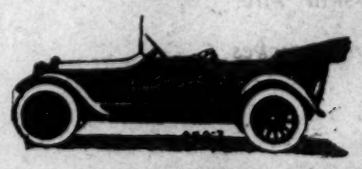

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Twin-Six Packard Breaks All World's Records For 10 Miles

All existing world's circular track records up to 10 miles have been broken by William Rader driving a Packard equipped with the new 265-horse-power airplane twin-six motor designed by J. G. Vincent, chief engineer of the Packard Motor Car Co.

During the speed trials held a week previously several recods were broken, but all of these have been bettered.

The time came close to the records on the straightaway course at Daytona beach, which are the fastest times ever set by automobiles. The kilometer, the one and the two mile records still stand for the Daytona course, but the five-mile record was bettered by the Packard.

It is probable that the car will be taken to Salt Lake and tried out on straightaways on the salt beds, which are said to be extremely fast.

As in the previous trials of the Packard, a mark was made well up on the track, as the car could not hold the turns at the terrific pace Rader set if he drove close to the turns. The distance traveled for each of the laps was 400 feet more than the regular two miles which is credited for each lap.

The fastest pace set by the car was for the quarter-mile, which was done in 6.9 seconds, at the rate of 130.4 miles per hour. The half-mile was made in 13.95 seconds, or 129 miles per hour.

For the kilometer a record of 17.35 was set, and for the mile 28.76 seconds, 125 miles per hour.

The other distances up to 10 miles were made in the following time: Two miles in 57.81, three miles in 1:26.6, four miles in 1:35.74, five miles in 2:24.66, or 10.42 seconds faster than Hemery's records in the Darracq at Daytona; six miles in 2:53.27, seven miles in 3:22.71, eight miles in 3:52.41, nine miles in 4:21.52, and 10 miles in 4:50.88, or at the rate of 123.7 miles for the distance.

The best previous record for 10 miles was made by Mulford in a Hudson racing car in 7:54.40. Rader cuts Mulford's time 3:3.52.

Burman still holds the world's records for the kilometer, the mile and two miles, which he made at Daytona in a Benz on April 23, 1911.

All of the fast records made on the famous Brooklands oval in England were beaten. Hemery held the half-mile record on that track, and Hornsted, driving a Benz, made the one, two and five miles records.

Though these records have as yet not been passed on by the contest board of the A. A. A., there is little doubt in the mind of Vincent but what they will be made official.

Packard Records.

Dist.	Time	M.P.H.	Former Amer. Records.
¼	6.9	130.4	8.16 Burman (Benz) Indianapolis, May 23, 1911.
½	13.95	129.0	16.160 Oldfield (Christie) Tacoma, July 5, 1915.
Kilo	17.35	124.0	21.40 Burman (Benz) Indianapolis, May 29, 1911.
Mile	28.76	125.	31.60 Oldfield (Christie) Tacoma, July 5, 1915.
2 mi.	57.81	124.0	1:10 Oldfield (Christie) Tacoma, July 5, 1915.
3 mi.	1:28.6	124.7	1:54.83 Bragg (Fiat) Los Angeles, May 5, 1912.
4 mi.	1:35.74	124.5	2:33.37 Bragg (Fiat) Los Angeles, May 5, 1912.
5 mi.	2:24.66	124.4	3.00 Orr (Maxwell) Omaha, July 5, 1915.
6 mi.	2:53.87	124.2	None.
7 mi.	3:22.71	124.3	None.
8 mi.	3:52.41	123.9	None.
9 mi.	4:21.52	123.9	None.
10 mi.	4:50.88	120.3	7:45.40 Mulford (Hudson).

Proper Use Of Ford Brakes

The driver, who brakes with his brains, will not have to have the brake linings replaced very often. The Ford brakes will give good service if intelligently applied.

Anticipation of stops and slow downs is one of the distinguishing qualities of a skillful driver. Look far enough ahead, as you drive, to foresee most of the slow downs and stops that you will make. Then you can keep the brakes for emergency use. When coming to a stop, close the throttle gradually, and the drag of the motor will do much to retard the speed of the car. As the car almost stops disengage the clutch, so that the motor will not be stalled or the car stopped with a sudden jerk. Or else you can close the throttle and disengage the clutch and allow the car to coast to a stop, only applying the brakes gently as the stopping point is reached. It is better to use the foot brake for the actual stopping of the car, as the use of the reverse has a tendency to stall the motor and the reverse is apt to jerk as the car almost stops.

However, it is advisable to use the reverse for slowing down the car when descending steep hills. The reverse band does not get much use in average service, and using it as a brake tends to equalise the wear. It is almost as easy, and it costs but little more to reline all three brakes as it does one, so that it pays to have them all wear out at about the same time. Never jam on the brakes hard when the car is traveling fast, for the brakes of the Ford car are very powerful, if kept in good condition, and will slide the wheels on the road, thus damaging the tires, and perhaps causing chipped gears in the rear axle, or a broken shaft.

Sliding the wheels is also apt to cause the car to skid if the road surface is wet, or even if it is very dusty. A skillful driver seldom has to apply the brakes hard enough to slide the wheels. Then, too, the car can be stopped more rapidly if the brakes are not applied quite hard enough to cause the wheels to slide. When the wheels slide the dust or mud seems to gather under the tire, and the car slides freely in any direction. Also, theory says that the frictional co-efficient of motion is less than the friction of rest. When the tires are rolling over the surface of the road the point of contact between the tire and the road are momentarily at rest in relation to each other.

Skidding usually occurs at the rear wheels, and may be caused by a crowned or curved road surface; the sudden application of the brakes or power of the motor, or by attempting to take a corner at too high a rate of speed. If the car skids, keep cool and drive gently, or gingerly. That is, do not apply the brakes roughly or suddenly, and turn the front wheels in the direction in which the rear wheels are sliding. The application of the brakes should be most gentle on slippery surfaces. The foot brake should be used rather than the reverse, as the foot brake acts more smoothly. Locking the brakes allows the rear wheels to slide with equal facility in any direction, and may cause a disastrous skid. For this reason braking with the motor is advised. By closing the throttle, the motor can be used as an effective brake, and yet the wheels will be kept turning so that they will have a chance to grip the road. The action of the driver in correcting a skid must be almost simultaneous with the skid, in order to be effective. This means that the driver should know instinctively how to act. Thinking is too slow, for the correcting of a skid should be a reflex action. Some drivers practice skidding on wide, wet asphalt streets when there is no traffic around, and little chance of doing damage.

A Ford can be very easily made to skid—especially if it has smooth tread tires on the rear wheels—by driving at about twenty miles an hour, and then disengaging the clutch and applying the foot brake sharply, at the same time turning the front wheels somewhat to one side. This tends to snap, or swing, the rear of the car around. It will be found that the first dampening of the ground during a shower is best for skidding, as it gives a slightly muddy surface or film, which is washed away by continued rain. This skidding stunt is rather hard on tires, so do not make a regular practice of it.

The Ford brakes should be applied intermittently on long steep hills. That is, the brakes should be momentarily released at frequent intervals so that the oil can get between the brake bands and the drums, thus cooling them both, and preventing the burning of the band linings. When the foot brake is being released the reverse can be used and vice versa. In thus using the brakes alternately, both will be kept cool, and the car will not acquire enough momentum to make it hard to stop.

The rear hub brakes, or emergency brakes, should be kept for emergency use only, and for holding the car after it has been brought to a complete stop. In this manner there will be little wear on this brake, and it will be ready for service when required. Of course, if fabric-brake shoes are used in the rear hubs they can be used for retarding the car. Many owners find it convenient to install this type of brake shoe in the rear hub brakes.

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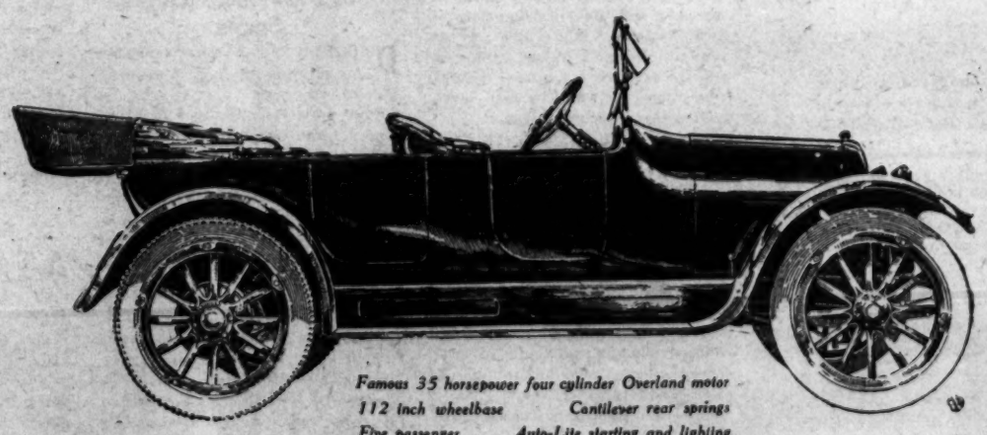

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Health, Beauty And The Home

Little Secrets of Poise and Grace

By Lina Cavalieri

The Most Famous Living Beauty.

IF the women of the present day would only go back to the natural poise and grace of the Greek women who carried their water jars on their heads, they would quickly regain their innate grace and primitive beauty.

We are in grave danger of forgetting that physical beauty and gracefulness rank far higher than mere regularity of features or perfection of skin and coloring. Indeed, her beauty and charm would be increased ten fold if every woman would strive to obtain the utmost freedom and grace in all her movements. And, in the last analysis grace is that wonderful trait in a woman which makes her say and do difficult things with a most distracting ease.

It is upon the natural grace and absolute ease of her body; upon the unconstrained action of her well-shaped arms and upon the proper use of her feet that a woman's real attractiveness depends. In walking or in dancing, the body must move with a subtle feeling of harmony in all its parts, that is, every set of muscles must be so perfectly balanced and coordinated each with the other that there is no perceptible strain and consequently no awkwardness.

Many women will say: "Oh, but I have no time for exercise or walking. My life is too busy; I can't stop for physical culture exercises or for dancing."

To them I would reply: "Neither have you time to be ill." Don't you know that the majority of the diseases of mankind can be traced directly to lack of fresh air and insufficient exercise? Shocking, but true, as I happen to know. It is every woman's duty, therefore, to acquire by systematic labor and effort a well-poised, graceful body. Only thus can she become truly attractive, because all the movements of a beautiful woman should be filled with perfect harmony and grace.

Even household work is a valuable aid to beauty if a woman will only go at it in the right way: the maid is often more graceful than the mistress and would look far more beautiful were she as well dressed.

"Every Movement Should Be Filled With the Harmony of Perfect Grace."

Especially Posed by MISS GRACE DARLING at CAMPBELL STUDIO

WHAT shall I do to make my eyes sparkle?—E. D.

If you have good health and spirits and cultivate optimism, your eyes will have a most enviable sparkle. Take all the sleep you can, because tired eyes are never bright. Happiness is the best beautifier I know for dull eyes. But don't sit back and wait for happiness to seek you out. Keep yourself busy and take plenty of out-of-doors exercise. Find congenial friends and do things to give them pleasure.

PLEASE recommend a good face powder and tell me how to improve the red and swollen condition of my nose. Also advise me how to use lemon to clear away freckles and soften the skin.—GYPSY X.

This is a formula for a powder that has given perfect satisfaction to many:

Rice flour	3 ounces
Rice starch	3 ounces
Carbonate of magnesia	1½ ounces
Pulverized boric acid	¾ ounce
Orris root, finely powdered	¾ dram
Oil of citron	4 drops
Oil of bergamot	15 drops

As to your swollen and reddened nose, I would first try to remove the cause. Try plenty of out-of-door exercise and at night the following may be applied to the irritated feature.

Muriate of ammonia	1 dram
Tannic acid	½ dram
Glycerine	2 ounces

To use lemon to remove freckles from the skin it should be mixed in the following proportions and applied at night:

Lemon juice	2 ounces
Almond oil	10 drops

MY chest remains flat and my bust entirely undeveloped, although I am almost nineteen years old. Is there anything that will force this development?—LULU.

This well known formula recommended by Dr. Vaucaire is one of the best things that can be used. He forbids the application of any pastes or lotions to the meagre breasts, but prescribes this internal remedy, which must be taken before each meal. Two soupspoonfuls in water is the accepted amount.

Liquid extract of galega (goat's rue)	10 grams
Lacto phosphate of lime	10 grams
Tincture of fennel	10 grams
Simple syrup	400 grams

Exercises that will help to develop the chest should also be taken as often as possible. Try the "ceiling gazing" habit. Bend the head as far back as you can, stare steadily at the ceiling, and inhale deeply while you count ten; then expel the air from the lungs while you once more count ten. This will have a wonderful effect in enlarging the bust.

The Doctor Says

By Brice Belden M.D.

The Well-Known Physician and Writer.

I AM a young tenor singer, troubled greatly by frequent loss of voice due to chronic laryngitis. Can anything other than change of climate be done for this?—J. L.

The condition that you complain of is often due to faulty use of the voice when singing. Smoking of course is a common cause. Avoid the inhalation of dust and the use of distilled liquors. Many cases are rheumatic in character. In rheumatic laryngitis the salicylates are employed with considerable success, as for example in this prescription:

Salicylate of soda	4 drams
Simple elixir	6 ounces

Two teaspoonfuls after meals, in water.

The general health must be improved as much as possible. Spray the throat daily with an atomizer containing a 2 per cent solution of alumnol.

CAN you suggest a remedy for coldness of the lower extremities?—J. M.

Your blood pressure should be measured, the heart examined, and the blood vessels of the lower extremities tested. Hardening of the blood vessels in general, or of those in the foot or leg, may impair the circulation. If you are an eexcessive smoker, nicotine poisoning may be the cause of the trouble. This is supposed to come about through a stimulation of certain small glands over the kidneys known as the adrenals. The secretion poured out in response to this stimulation has the peculiar property of stimulating, in turn, the nerves which cause contraction of the smaller arteries. It is the contraction of these small arteries which lessens free circulation, and the feeling of coldness naturally results. If it is simply lack of tone in the blood vessels that you are suffering from, and there is no organic change, and if tobacco has nothing to do with the symptom complained of, then all that is needed is proper nutrition and exercise in the open, together with good hygiene in general. Remember, also, that alcohol impairs the tone of the blood vessels and increases the dissipation of body heat, contrary to the popular notion. The hot bath is apt to lower the blood pressure of many people to a point where coldness of the extremities might be complained of, especially in cold weather. As a circulatory tonic, a cold plunge, followed by good reaction, aided perhaps by a little exercise, or at least by a brisk rubdown, cannot be excelled.

I SUFFER much from neuralgia, swollen tonsils and colds, and had grippe, followed by frontal sinus infection last Winter. Have lost ten pounds. I am told by one dentist that I have Riggs disease and should have all my teeth drawn. Many of my teeth have been crowned. I work in a basement where the temperature is rarely above 60. Age thirty-eight.—H. P. B.

If you have extensive Riggs and the teeth are loose or the roots diseased, the advice of your dentist ought not to be disregarded. It is possible to learn much about the condition of the roots of the teeth by taking X-ray pictures of the jaws. This is now inexpensively and skilfully done by the majority of dentists. Crowned and devitalized teeth are especially apt to show disease and absorption of the roots. The swollen tonsils, the inflamed nose and the frontal sinus trouble may all be related to the Riggs disease. If they are all secondary to the suppurative process in the gums, it is reasonable to suppose that cure of the latter will be followed by amelioration or cure of the former. Neuralgia and neuritis are very frequently due to dental disease, and colds are known to be sometimes brought about by the same little organism that is found in Riggs disease, namely the ameba. Of course it is the associated pus organisms that are responsible for much of the trouble. The conditions under which you work are decidedly unhygienic and calculated to reduce your resisting powers. You need sunlight and fresh air.

Science in the Home

By Prof. Lawrence Hodges

Head of the Citadel Laboratory of Physics.

WHAT makes the water pipes rattle when I turn off the spigot very suddenly?—M. N.

This is known as water hammer. When the spigot is running there is a column of water the whole length of the pipe that is in motion. It has momentum, just like any other moving body. If you stop the motion of this moving column suddenly there will be called into play against the stopping body a big force—just as when one gets in the way of a bicycle force is exerted on the victim as he stops the medicine. Now in the case of the spigot and pipe everything is made strong enough generally to withstand this force, and the closed pipe would only be distended slightly by it if the pipe were straight. But let us see what takes place at an elbow of the pipe. Here we have an unbalanced force against the elbow, and so the pipe is kicked to one side there. This causes the racket. If it were possible for you to turn off the spigot very suddenly, indeed the pipe would burst. This often happens in steam pipes, where water is carried along in the steam at a fast rate of speed, and, striking an elbow, breaks it.

CAN I measure the piece of ice I get and tell how many pounds it contains without weighing it?—L. P.

Yes, measure the three dimensions of the block in inches. Multiply and you get the volume in cubic inches. There are almost exactly thirty cubic inches of ice in a pound, so if you divide what you have gotten by thirty you get the number of pounds in the piece. The exact figures to a close approximation are as follows: Water weighs 62.4 pounds per cubic foot. This, frozen into ice, expands to 1.09 cubic feet. Thus a cubic foot of ice will weigh only 57.3 pounds. A cubic foot is 1728 cubic inches. So a 50-pound block of ice should measure about 1,500 cubic inches, a 25-pound block half that, etc.

IF there were such a thing as a billion-power magnifying glass just what would one see on looking at a body?—L. J. F.

The conception of the constitution of matter now is that a body consits of small particles, called molecules, which are jumping about at all times very rapidly in every conceivable direction. So that is the first thing one would see with this microscope. If the body were heated while thus looking one would see the molecules jump faster and farther and push one another apart to get elbow room. This is why a body expands when heated. Upon looking closer one would see that each of these jumping molecules consisted of a few smaller bodies called atoms. Upon looking still closer one would see that each atom consited of a central body and several smaller bodies revolving around this central body at an enormous rate of speed. The tiny bodies doing the revolving are known as electrons and their speed is sometimes twenty thousand miles a second and more. Of course they would be going so fast they could not be seen as particles.

WHY will a spark plug which gives a spark when unscrewed and held in the air not give one sometimes when placed in the cylinder?—J. G.

A voltage that will give a certain length spark in air at atmospheric pressure will give a much smaller length when under the big pressure in the cylinder. And it will give a much longer one in rarefied air. So the spark in air should be pretty "fat" in order to be sufficient when it has to go through compressed gas to explode it.

WHAT is the best way to use an electric fan for for ventilation without a direct draught?—L. K.

Leave the window open and put the fan in the door, blowing out. In Winter let the fan blow toward the radiator and away from the ventilator.

Tested Recipes Recommended by Famous Chefs

Potato Souffle.

SEASON one pint of mashed potatoes with salt, pepper and red pepper, then add three tablespoonfuls of melted butter to them and enough hot cream so that they can be beaten with an egg beater. Beat three eggs, yolks and whites separately, and when the potato is cold stir in the egg yolks, then fold in very lightly the beaten whites of eggs, and put into a buttered fireproof dish to brown in a hot oven.

Timbales of Foie Gras

LINE some timbale molds with aspic jelly, then ornament them with finely shred crisp lettuce and a few slices of gherkin, setting these with a little aspic jelly. Then fill up the centre with pieces of cold foie gras and set away to cool. Unmold when serving, garnish with thin slices of lemon, and mask each timbale with a little mayonnaise sauce.

Orange Float.

DISSOLVE four tablespoonfuls of cornstarch in a little cold water and stir into one quart of boiling water, and cook slowly for ten minutes, stirring constantly. Then remove from the fire, add one cupful of sugar and the juice and pulp of two lemons. Cut five sweet oranges in small pieces, removing the seeds, and pour the custard over them, set away to cool, serve cold with cream and sugar.

Surprise Peanut Salad.

ON long beds of curly parsley and endive lay a full length banana that has been split down the middle. Fill the slit with chopped peanuts and press back to its original shape. Heap on either side of it some skinned and seeded Malaga grapes, whole peanuts, chopped celery, cherries, chunks of oranges, candied pineapple and bits of preserved ginger. Spread on top of each banana a layer of thick mayonnaise and upon this a heaped up mass of whipped cream.

Cheese Potatoes.

ROAST some potatoes in their skins and then cut the tops off each. Take out the pulp of the potatoes and put it in a basin, pound it, adding pepper, salt, and a little butter, and then half a teacupful of grated cheese. Whip the mixture till it is creamy, then fill up the potatoes and put on the tops again; heat thoroughly, then arrange on a folded serviette and serve with sprigs of parsley around it.

French Garlic Soup.

BOIL potatoes, as in the previous recipe, mash and return to the water, but maketh e porridge quite thick. Peel and mince two points of garlic and drop them into the pot, with two cupfuls of rich milk, butter the size of an egg, and the smallest possible pinch of thyme.

Apple Tarts.

LINE muffin rings with a good paste. Fill with stewed apples well sweetened and flavored with a dash of spice or nutmeg. When baked, cover with a meringue and brown slightly in the oven.

Old-Fashioned Ginger Snaps.

DISSOLVE one heaping teaspoonful of soda in four tablespoonfuls of water, and beat it into one pint of molasses until it is light and foamy. Add one teacupful of sugar and one teacupful of ground ginger and one cupful of butter. Have the mixture lukewarm, pour into one quart of sifted flour. Knead briskly. Cut snaps out with small, circular cake cutter. Roll thin and bake in a quick oven.

Baked Apples en Custard.

PARE some fine large apples, scoop out the cores without going through, place the fruit in an earthenware dish with the end from which the core was removed upward, fill the hollows with chopped citron peel and one tablespoonful of sugar, then bake in a hot oven; when the apples are nearly done, pour into the dish a nicely-made custard. When the custard is well set it is ready and on no account must it be allowed to boil, though the top should be a brown color. Dust with sugar and send to the table in thed ish it was cooked in.

Home-Made Mince Meat.

TWO pounds of beef well boiled, two pounds of suet raw, three pints of sliced raw apples and a ten-cent box of seeded raisins. Put alternately through the meat chopper the beef, sute, apples and raisins. When ground, stir i none quart of canned blackberries, a trace of nutmeg, ginger and cinnamon. Sugar to suit the taste.

French Peasant Soup.

THIS is one of the cheapest and most nutritious of soups but it is also one of the most delicious. Peel and cut into quarters six large potatoes, and boil them in a generous quantity of water until they are very soft. Mash them through a colander back into the water and stir thoroughly until you have a smooth, rather thick porridge. Meanwhile, you will have peeled and cut into finger lengths a dozen good-sized leeks. Drop these into the pot, with a handful of minced parsley, butter the size of an egg, pepper and salt. Let it boil rapidly for fifteen minutes.

A Cornish Pastry.

A QUARTER of a pound of short pastry, a quarter of a pound of beef, two potatoes, a little chopped onion, salt and pepper tota ste. Roll pastry out to the size of a dessert plate. Cut up beef and slice potatoes thinly. Place them on one half of pastry, fold over the other half and pinch thee dges. Bake in a hot oven for half an hour.

Plain Ginger Bread.

SIFT one quart of flour into the mixing bowl, and make a hollow in the centre. Mix together one coffee cupful of dark, thick molasses, one tablespoonful of ginger, one cupful of sugar, one-half cupful of melted lard or butter one tablespoonful of soda dissolved in four tablespoonfuls of cold water. Beat with a large spoon till smooth and pour into the flour. Knead to smooth dough. Turn the dough from the bowl on to a pastry board which is floured thickly, and knead until light and spongy. Flour the rolling pin and roll the dough one-half inch thick. Cut with either plain or scalloped edges into squares and bake about fifteen minutes. Wrap in paper and keep in close box indefinitely.

French Sorrel Soup.

THIS is a splendid soup for Spring, as the bitter herb which gives it its name is a medicine, as well as a salad. Take two large handfuls of sorrel leaves, wash them and pull them into shreds. Have ready three pints of clear, thin lamb broth which you have strained through a cloth. Drop the sorrel into it and let it simmer for half an hour. Serve with croutons.

Planked Beefsteak.

TAKE two pounds of best round steak, pound it well after sifting one-half cup flour over it; slice six onions over the steak, salt and pepper well, shake a dash of red pepper over also;; fill dripping pan half full of cold water and place in a hot oven to bake one hour; do not turn the meat Serve from the dish it was baked in.

Scallops en Brochette.

CLEAN some large scallops, put in a saucepan, and cook in a little butter until they begin to shrivel. Drain and string on silver skewers, alternating with pieces of thinly-sliced bacon, allowing four scallops and five pieces of bacon to each skewer. Hold the skewers in upright positions by putting through pieces of bread placed on a rack in a large dripping pan and bake in a hot oven until the bacon is crisp. Arrange on a hot serving dish and garnish with lemon and parsley.

Vol-au-Vent of Fish.

PREPARE a puff paste as usual and roll out to a thickness of about three-fourths of an inch. Cut it round to the size of the dish on which it is to be served. Lay on a baking sheet, bursh over with beaten egg, and cut a circle through the middle about one-fourth of an inch deep, leaving an inch edge all around. Bake in a moderate oven, and when cooked, lift out the centre piece, which will have risen; scoop out the uncooked paste, brush the inside with beaten egg and place in the oven for five minutes. Make a white sauce, and in it heat any cold, flaked fish and fresh mushrooms which have been fried a little in butter; with this mixture, when very hot, fill the case, put on the cover of paste and serve.

Onion Souffle.

PUT one tablespoonful ofb utter in a saucepan, and when melted add one tablespoonful of flour, stir until smooth and then add gradually one cupful of milk, and season with paprika and salt. Let boil, then add one-half cupful of stale bread crumbs, one teaspoonful of chopped parsley, one and one-half cupfuls of cold boiled onions chopped fine, and the youks of two eggs well beaten. Mix thoroughly, then add the stiffly-beaten whites of the two eggs and mix them gently through the onion mixture with a fork. Put in a buttered baking dish, or in individual cases, sprinkle fine crumbs on top, and bake about fifteen minutes to brown slightly before serving.

G. McMURDO'S TEAM WINS RINK HONORS

Beats Crewe Read's Four By 21 To 17; Sir E. Fraser Presents Trophies

The final of the Shanghai Lawn Bowls Rink Championship was played off yesterday on the Lawn Bowls Club ground, before a good crowd of bowling enthusiasts. McMurdo's team won, the scores being:

G. McMurdo (skip)	O. Crewe-Read (skip)
F. Ferrier	A. Taylor
A. Macgregor	F. C. Banham
R. C. Aitkenhead	J. C. Macdougall
21	17

At the conclusion of the game, Sir E. Fraser presented the cups, for the Singles, Pairs and Rink Championship games.

Victoria Co. Wins Shield

(Continued from Page 1)

would require not only a second wind, but a third, fourth or fifth. A French fireman led all the opening stages, but he found himself overhauled by Stewart (1) of the Deluge and Wilson (2) of the Victoria before the winning-post was reached.

Foot tug-of-war is strenuous. You just lie on your back and pull each others' legs and we smile. Skinner (Mih-ho-Loongs) and W. G. Smith (Deluge) occupied first and second positions in the mixed dressing race, while Miss N. Brown and Miss M. Gardiner beat Miss R. Gardiner and Miss C. Brown in the ladies' event.

Olsen (Hongkew) and O'Driscoll (Victoria) proved to be 1 and 2 in the hand-pump race. Flack ought to have got it, but he found after a preliminary sprint that he had no water left to pump.

Jet-ball solves a problem. It is the great Summer game. Why pay fees to the various swimming baths when you can get tremendous fun with the Fire Brigade in jet-ball. Water, water everywhere and not a drop to drink. That ball wanted a lot of pushing but, as far as I can see, the Victoria and Hongkew beat the Mih-ho-Loong and Deluge by two goals to nil.

The finale made a fitting conclusion to a fine show. The Mud-Town Fire Brigade gave an illustration of how not to put out a fire. The turn was really funny and L. H. Turner (Hongkew) and Moores (Hongkew) were especially prominent as excellent comedians.

The firing of two structures and a smart turn-out of the Brigade sent the big crowd home happy and contented. The program calls for mention. It was well drawn up, with lots of humorous reading and the frontispiece was especially artistic—the work of that clever artist, Ivan Donnelly.

Perfect Jack-knife Dive By Girl

This remarkable photo, snapped at just the right moment, shows one of America's best girl swimmers illustrating one of the most difficult of diving stunts. It has been said that Miss Ross is the greatest back swimmer in the world. She has double-jointed arms and shoulders, and when in action her hands appear as paddle-wheels. This permits her to make a clean "catch" at the most effective angle in back of her head and to follow with a strong sweep for the pull.

In addition to being the fastest back-stroke swimmer on the Pacific Coast, Miss Ross is a clever diver, as the picture bears witness. She is one of the coming champions in aquatics.

Shanghai Rifle Association

October Circular

Monthly Competition:—This will take place on Monday, October 29, from 8 to 9 a.m. and from 4 to 6 p.m. Range:—200 yds. Bisley, 1 sig. and ten scoring shots.

New Members:—E. D. Alexander, J. D. Baldwin, A. D. Stewart and G. O. Wootten, American Co., S. V. C., Aug. White, Machine Gun Co., S.V.C. and F. W. Snape, Maritime Co., S. V. C.

Rejoined Member:—A. G. White, U. S. S. Brooklyn, posted to "A" Class.

Transfers:—F. W. Snape to "C" class and C. McBain, G. V. Jensen and C. Brooke to "D" class.

Promotion:—W. G. Smith ("C" class) is promoted to "B" class (with one leg on cup) as per his request.

The Shanghai Championship, .303 Rifle. (Winners):—1st—W. T. Rose; 2nd—A. M. Collaco; 3rd—W. E. Sauer; 4th—R. K. Hykes; 5th—W. J. Terrill. High gun 1st stage—W. G. Smith, 2nd stage—W. T. Rose.

The Arethusa Cup Competition. (Winner)—W. O. Lancaster of the Reserve Co., S. V. C., 98 points. W. T. Rose of the S. V. C Staff who also registered 98 points was counted out.

The N. R. A. Medal Competition. (Winner).—C. E. M. Thomson of the Scottish Co., S.V.C., 89 points.

The American Company Cup Competition. The Committee tender their thanks to the following members forming the team:—W. O. Lancaster, W. J. Terrill and H. Kodaira. The S. R. A. team was third in this competition.

The Shanghai All-Comers Rifle Championship Competition:—This important competition will take place on Sunday and Monday, November 10 and 11. Entries close on November 8.

S.C.C. Ground Boys Defeat Recs' Staff

The S. C. C. ground boys entertained their colleagues of the Recreation Club, yesterday afternoon and got their own back in reversing last year's decision, defeating the visitors in a low scoring game—S. C. C. 32, S. R. C. 25.

The batting did not impress anyone greatly, but the bowling was fine. Mor Ling (S. C. C.) was the hero of the game. He bowled 7 overs and collared eight wickets, with only 11 runs against him. Foo Ling (S.R.C.) did well with six wickets for 17.

Messrs. E. G. Norman and Spottiswoode umpired the game.

The scores:

S. C. C. Boys

Ne Long, c. Sare Tse, b. Mor Ling	13
King Foo, b. Mor Ling	4
King Long, b. Mor Ling	5
Chang Foo, b. Mor Ling	0
Foo Ling, b. Song Ching	2
Kon Do, b. Mor Ling	3
Kwan Zen, l.b.w., Song Ching	1
Ah Seng, c. Shaw Dee, b. Mor Ling	0
Joco, b. Mor Ling	4
King Ling, c. Shaw Dee, b. Mor Ling	0
S'hai, not out	0
	32

Bowling Analysis

	O.	M.	R.	W.
Song Ching	8	2	21	2
Mor Ling	7	2	11	8

S. R. C. Boys

Shaw Dee, b. Foo Ling	6
Lee Foo, c. King Long, b. Foo Ling	2
Fong Kur, b. Kwan Zen	1
Song Ching, c. Foo Ling, b. Kwan Zen	1
Ching Foo, c. Ne Long, b. Foo Ling	0
Ching Kui, b. Foo Ling	1
Emily, l.b.w., Foo Ling	0
Sare Tse, c. and b. Kwan Zen	1
Mor Ling, c. Kon Do, b. Kwan Zen	2
Lulu, not out	6
Shaw Sung, b. Foo Ling	4
Extras	1
	25

Bowling Analysis

	O.	M.	R.	W.
Foo Ling	9.2	0	17	6
Kwan Zen	9	4	7	4

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SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, OCTOBER 14, 1917

RACE CARD WILL BE WELL FILLED

Tientsin Meeting Abandoned So Owners Send Best Animals Down Here

ST. LEGER SPECULATION

Gladiator And The Oriole Are Hot Favorites; Entry Lists Closed Yesterday

The closing of entries for the Autumn races being declared for yesterday, a very large number of members—owners, riders and punters—gathered to watch the final gallops which owners would go by to enter their ponies on. The grass course was open and all preferred this in its present excellent state—though a bit slow—to the sand and cinders.

The St. Leger favorites all performed nicely and their respective backers seemed well pleased. Gladiator and The Oriole are, of course, prime favorites and it looks a certainty for one of them, though, at the same time, on glancing through records, one will see that, for the last 12 years, only on five occasions have ponies placed in the Derby won the Leger and of those five only two proved winners of both Derby and Leger, namely, Brockton in 1906 and Manchu King in 1906.

For those who are superstitious, we would point out that a Gladiator ran second in the Leger 31 years ago. Will the same occur again?

The Autumn race meeting has always been looked upon as an "old pony meeing," owners preferring to keep their griffins for the Spring, in order that they may be eligible for the Derby and St. Leger. The large griffin entries this year are no doubt due to the floods in North China, which necessitated dealers bringing ponies down from Tientsin earlier than usual.

The Tientsin races have been abandoned, owing to the race course being seven feet under water. Owners of good ponies in the northern city have sent them to Shanghai and among the entries the names of the following Tientsin cracks appear: Bunyip, Woozee-Kazoo, Cohasset, Biplane, The Card and The Viscount, while it is more than possible a number of Tientsin jockeys will visit Shanghai to swell the depleted list of riders here.

The entries this year form a record for the Autumn race meeting—a good sign for a successful meeting, with plenty of competition and the hope that the war funds will benefit to an even greater extent than before. The members' sweeps have been opened up to 300 numbers, nearly all of which have been booked already by fanciers of special magic numbers, so, if you have a fancy, hurry up, or you'll miss it!

The following is a comparative statement of the entries this year, compared with 1916—

	1917	1916
First Day		
1 Maloo Plate, ½ mile	34	15
2 Criterion Stakes, 1 mile	41	26
3 Maiden Stakes, ¾ mile, Griffins	42	28
4 Fah Wah Stakes, 1½ mile	38	34
5 Sub-Griffin Stakes, ¾ mile	37	55
6 Shanghai St. Leger, 1¾ mile	33	34
7 Eclipse Stakes, 1¼ mile, Griffins	41	22
8 Autumn Cup, 1¼ mile	51	47
9 Whangpoo Stakes, 1½ mile, Griffins	36	21
10 Kalgan Plate, 1 mile, Sub-Griffins	38	55
Second Day		
1 Northern Cup ¾ mile	57	40
2 China Cup, 1 mile, Griffins	47	26
3 Shanghai Stakes, 1½ mile	50	47
4 Pagoda Cup, 1¼ mile, Sub-Griffins	34	52
5 Llama Miau Stakes, 2 miles	33	37
6 Rubicon Plate, 1¼ mile, Griffins	39	21
7 Racing Stakes, 1¼ mile	45	40
8 Sycee Stakes, ¾ mile, Griffins	43	26
9 Siccawei Plate, 1¾ mile	58	45
10 Mongolian Plate, 7 furlongs, Sub-Griffins	37	55
Third Day		
1 Flyaway Plate, 7 furlongs	60	45
2 Grand Stand Stakes, 1 mile, Griffins	45	28
3 Pari-mutuel Cup, 1½ mile	48	40
4 Jockey Cup, 1 mile	29	23
5 Consolation Cup, 1¼ mile	69	58
6 Sub-Griffins Consolation Cup	37	—
7 Champion Sweepstakes	—	—
8 Manchu Stakes, 1¼ mile, Griffins	43	25
9 Nil Desperandum Cup, 7 furlongs	79	64
Off Day		
Grand National Steeplechase	14	17
Autumn Handicap, 1¼ mile	54	33
Griffins Handicap, 1¼ mile	39	26
Sub-Griffins Handicap, 1¼ mile	38	55

Victoria Co., Fire Brigade, Wins The Insurance Shield

Gains Popular Success After Many Years' Wait; Fun And Hard Work For Wounded Fund

By Domino

In the words of the old proverb: "Your idol has feet of clay." As a matter of fact, Clay's feat yesterday afternoon was extremely popular, for he led his team, the Victoria Company, to victory and, after an absence of six years, the Fire Insurance Companies' Shield will again find a comfortable home in the Vics' Mess.

So, whatever Clay's feet are like, they are all right. His team—here it is: William S. Clay, N. P. Thompson, M. B. Matthews, L. P. O'Driscoll and G. C. Ross—beat every other company in the Fire Brigade and claimed a clear three-fifths of a second over their nearest rivals, the Deluge. The occasion was the annual competition and sports of the Shanghai Fire Brigade, held on the Race Course, yesterday afternoon.

In every way, the meeting was a success—a big success—and, as far as I can remember, the most enjoyable affair seen on the Recreation Ground. Chief Officer Pett, his foremen and firemen are to be congratulated upon putting up three and a half hours of tip-top entertainment.

There were thrills, there were cheers, there were laughs and, if there were no tears, there was plenty of water and, on top of all this, there was a record crowd, who seemed to throw about their dollars freely.

Result: The Shanghai Wounded Fund will be the richer by a cheque showing over four figures Mex. That's nice!

Conspicuous amidst the motley crowd was a pack of French soldiers in their blue uniforms. Many of them still wore their identification discs about their wrists and many, too, wore little stripes upon their left arms, showing how often they had stopped a bullet in defense of gallant France.

The ground usually occupied by the Football Club during the Winter was the scene of operations. As you came in at the big gate, on your left you saw a commodious tent in which were displayed all kinds of contrivances for fighting fire. On leaving the booth, you felt that the local Brigade was remarkably up to date. Again Chief Officer Pett has to be congratulated.

The events did not start at 2 p.m. as advertised, but the half-hour delay was appreciated by the late comers, so why growl? Item number one was the competition proper, with dressing and rescuing making the test even more exciting than usual.

The Victorias led off and accomplished the whole job in 2 minutes 10 3-5 seconds. The fireman who had to save the dummy treated it very badly. He simply hurled it to the ground in order to get hold of the nozzle which had to knock over the disc.

The Hongkews did their work remarkably neatly—in fact it seemed to be the snappiest of the lot—but the time returned was 2 minutes 14 3-5 seconds, which gave them third place to the Deluge, who did the work in 2 minutes 11 1-5 seconds. The Mih-ho-Loongs took fourth place, in 2 minutes 19 seconds.

The work of all the teams was wonderfully good and must have greatly impressed the crowd. Here are the competitors:

1.—Victoria Co., No. 7. Foreman W. S. Clay, 1st Asst. Foreman N. P. Thompson, Fireman M. B. Matthews, Fireman L. P. O'Driscoll. Foreman of team, Fireman G. C. Ross.

2.—Deluge Co., No. 4. 1st Asst. Foreman W. G. Smith, 2nd Asst. Foreman H. P. B. Jones, Fireman F. H. Merrill, Fireman A. D. Stewart. Foreman of team, Fireman J. W. Stavers.

3.—Hongkew Co., No. 2. Foreman E. S. Thellefsen, 1st Asst. Foreman P. C. Mansfield, Fireman H. N. Olsen, Fireman P. T. Hollander. Foreman of team, Fireman L. H. Turner.

4.—Mih-ho-Loong Co., No. 1. Foreman H. W. P. McMeekin, 1st Asst. Foreman C. V. Jensen, Fireman R. W. Skinner, Fireman J. S. Agassiz. Foreman of team, Fireman W. T. Bertenshaw.

Previous winners of the trophy have been: 1895 Deluge Co., 1896 Mih-ho-Loong Co., 1897 Le Torrent Co., 1898 Hongkew Co., 1899 Le Torrent Co., 1900 Deluge Co., 1901 Deluge Co., 1902 Deluge Co., 1903 Deluge Co., 1904 Deluge Co., 1905 Victoria Co., 1906 Deluge Co., 1907 Mih-ho-Loong Co., 1908 Mih-ho-Loong Co., 1909 Deluge Co., 1910 Victoria Co., 1911 Hongkew Co., 1912 Deluge Co., 1913 Deluge Co., 1914 Mih-ho-Loong Co., 1915 Deluge Co., 1916 Hongkew Co.,

The Chief Officer's Cup for "two-men drill" called out for couples—all from the Hongkew Company. Thellefsen and Hollander got the winning verdict, in 41 seconds, despite the fact that they had to concede a small penalty for twisted hose. Harloe and Mansfield, in 42 1-5 seconds, took second place.

The obstacle race was great fun. The things the poor fellows had to do

(Continued on Page 2)

Joys and Glooms By Tom Powers

CONTEST FOR TENNIS DOUBLES TITLE TODAY

Great Game Expected At Cercle Sportif, With Four Crack Men Engaged

A very interesting match will be played this afternoon, at the Cercle Sportif Francais, at 3 o'clock, when Messrs. J. Elmore and C. G. Humphrys will meet Messrs. H. Phillips and H. Toussaint for the Doubles Championship honors. A battle royal may be expected, as all four are amongst the very best of Shanghai's exponents of tennis and people interested in tennis should witness this game.

A forecast of the game is extremely difficult. Elmore and Humphrys seem to be the better balanced couple, having played together a number of years, although Phillips and Toussaint also seem to get on well together.

None of this year's finalists has ever won the Doubles Championship, but all have various other wins to their credit. Elmore twice won the Hong Doubles Championship and has been in the final several times. He also successfully represented Shanghai in doubles in interport tennis against Hongkong in 1914, partnered by Toussaint.

Humphrys last year had very hard luck in the Doubles Championship, when he had to default in the final against Messrs. Kashio and Wade. He had, however, the satisfaction of beating the famous combination, W. S. A. Pott and H. B. Ollerdessen, who were till then unbeaten in any match they played, with J. E. McEachran, in the semi-final.

Toussaint won the Singles Championship four times, but never figured successfully in the Doubles Championship. However, he won the Hong Doubles and Mixed Doubles once. He is undoubtedly the headiest, if not the most aggressive of local players.

Phillips played in many finals, but until this year, when he won the Hong Doubles, with Whitamore, never with any success.

COACH HAS TROUBLE WITH AMERICAN BOAT

Gardner's Injured Ankle Means Many Shifts; Row Proves General Utility Man

The principal events in the "Yankee squad" this week were the discovery of Row's ability as a coxswain and Gardner's inability to row, because of an injured ankle. Of the first-named, it might be said that few men can shift from a good oarsman to a good coxswain, but Row is both, as he was seriously considered for the position of bow in the Yankee eight, in spite of the fact that he falls considerably short of the requirements of the ideal oarsman in regard to weight and stature. Coach Sailor shifted him to the coxswain's seat one day, "on spec" and he made good instantly, so that he will probably stay there.

Gardner's injured ankle has kept him out of the boat this week, but it is hoped that, by Sunday, he will be back in his old position of stroke. During his absence, Ashley has proved a worthy substitute and filled the stroke position admirably.

Evers was tried out at No. 4 during the week, to fill in the vacancy caused by Ashley's removal to stroke and, although his form is bad, he seems to have the strength and is learning fast.

Strassman had been shifted to No. 2 and is rowing in his usual good form.

The rest of the crew—Olsen, Stewart, Sauer and Merrill—have remained unchanged and they all seem to fill their respective positions satisfactorily.

The make-up of the American Four and Pair is still undecided, but they will in all probability be picked this week.

Shanghai Races---Autumn Training

Saturday, October 13, 1917

Pony.	Rider	¼ mile	½ mile.	¾ mile.	1 mile.	1¼ miles.	1½ miles	1¾ miles	2 miles	Last quarter
Malcolm	boy	40	1.18.2	1.51	2.24.3	2.57.3				33
Paragon	boy	48	1.29.3	2.10	2.47.1					37.1
Lights out	boy	40.4	1.22.1	2.02.3	2.39	3.09.4				30.4
Fooferado	boy	38	1.13	1.45.2						32.2
Standard Dahlia	boy	39.4	1.19	1.55.2	2.29	3.01				32
Ten Cents	RMD	35.1	1.08.1			(last of 1¼)				33
Upwood Park	AC	41	1.19	1.53.2	2.26.3	2.58.2				31.4
The Starling	WH	33	1.04.3	1.36.1						31.3
Black Griffin	boy		1.02.2	1.36.3						34.1
Goodwood	boy	35.4	1.12	1.48	2.22.2	2.54				31.3
Star of Doon	boy	39.4	1.21	2.00.2	2.36.3	3.09.2				32.4
Cohasset	boy	33.4	1.07.1	1.39.3						32.2
Kronborg	boy	39	1.17	1.57	2.34.3	3.11.4	3.45	4.17.2		32.2
Coutts grey	RMD	37.3	1.12.1	1.45.4						33.3
Coutts grey	boy			1.45.1						33
Zuyder Zee	boy	38	1.17.1	1.56	2.28.4	3.00.3	(last 1¼)			31.4
The Card	AC	37	1.12.4	1.47.1	2.22	2.55.4				33.4
The Oriole	WH	38.3	1.17.2	1.53	2.31.2	3.07.2	3.40.2	4.12.2		32
The Capercailzie	HEA		(chipped in last 1¼)							32
Dixie	JIE	42	1.25	2.05	2.42.4	3.17.2				33.3
Black Diamond	JJ	39.3	1.23	1.59.3	2.34.4	3.09.2	(last 1¼)			34.3
Anglodane	boy	36.2	1.08	1.43						35
Messines	boy	38.3	1.13.1	1.45						31.4
Brown Mouse	boy	40.2	1.21	1.59.1	2.35	3.07.3	(last 1¼)			32.3
Golden Oriole	WH	42.2	1.23	2.01.2	2.33.4	(last mile)				33.3
Mottled	boy	42	1.18.4	1.53						34.1
Kobe	boy									34.1
Iron Duke	JIE	41.2	1.19.1	1.53.3	2.26.2	(last mile)				32.4
Self Starter	boy	38.3	1.15.2	1.49.2						34
Winsome Dahlia	boy	37	1.09.2	1.40.4	2.14.2					33.3
Nibilck	RMD	37.4	1.12.2	1.45.3	2.19					33.2
Persimmon	GW	38	1.15.2	1.51.3	2.28.3					37
Advance Dahlia	boy	37	1.14.3	1.50.2	2.26.2	3.04	(last 1¼)			37.3
Bernina	boy	47.3	1.14.1	1.48.1	2.22.1	2.57.3				36.2
Fresco	boy	38.2	1.14.2	1.49.2	2.22.4	(last mile whole time 3.24)				33.2
Gladiator	CRB	39.1	1.14.4	1.50.2	2.27.2	3.03.1	3.36.4	4.08.3		31.4
Sandy	JJ	38.2	1.18	1.51.3	—	3.06				—
Fairylight	boy	39	1.17	—	2.27.2	3.00.2				33
Lamplight	EM	—	—	—	—	3.01.2				34
A W. B. grey	RMD	34	1.09.1	1.43.2	2.18.4	2.53.2				34.3
McBain ches	EMcB	49	1.38.4	2.14.3	2.52.4					38.1
Triumph ches	boy	39.1	1.16	1.53.3	2.29.1	3.03.1	3.34.2			31.2
Ewo dun	JJ	37.3	—	—	2.21					32.3
Mush	boy	38	—	1.50.1	2.23.3	2.55.1	(last 1¼)			31.3
Hawthorn	CRB	37.4	1.17.2	1.53.3	2.28.2	3.00.2	(last 1¼)			32
Bunyip	WH	42.3	1.27.4	2.11.4	2.48.1	3.21.4				33.3
Dunmore	FV	44.3	1.35	2.07	2.43	3.17	3.50			33
Silver Sand	boy	37.3	1.18.1	1.56.1	2.32.1	3.02.2	(last 1¼ whole time 4.24.2			30.1
Woozie Kazoo	AC	43.4	1.21.2	1.58	2.39.3	3.14.3				35.1
Viscount	boy									35.1
AWB brown	RMD	34.1	—	1.41	2.18.2					37.2
Moller 4	EM	44	1.28.3	2.02.4	2.39	3.13.3				34.3
Ewo Roan	JJ	43	1.24	2.01.3	2.35.2	(last mile)				33.4
Ewo Marble grey	boy									33.4
Jordan Sub	boy	—	1.07	1.42.3						35.3
Seadrake	CRB	34.2	1.10.2	1.44	2.16.1	(last mile whole time 2.53.1)				32.1
Darlington	boy	32.4	1.05.4	1.41.4						36
Loustic	boy	36	1.10	1.44	2.16	(Shoes off Dem Sub)				32
Royaland	boy	39.3	1.20	1.56	2.34	3.09.3	3.44.3	4.16.2		31.4
Desertsand	FV	38.2	1.14	1.49	2.23.4	(last mile whole time 2.59.4)				34.4
Bornite	ER	38	1.16.1	1.50	2.24.1	3.01.2				37.1
Canton	boy		Went in company with Darlington							
The Skinner	boy	34	1.08	1.47.2	2.11.3					34.1
Reims	boy	38	—	1.46.3	2.17.4					32.1
Big Ben	RMD	38.2	1.10.4	1.50	2.26.1	2.59.1	3.36.2	(last 1½ of 1¾)		37.1
Hickling's black	CRB						3.36.4			37.3

All Grass Course.

DIZZY AIR DIVES AT YANGTSZEPOO

Art Smith Cuts Aerial Didoes And Crowds Exercise Necks Watching Him

MAKES TWO FINE FLIGHTS

American Flyer Scores Hit With Stunts; Flies Today To Help War Orphans

Pardon us while we take the kinks out of our neck.

How did we get that way?

Stop that Tad stuff. We've been out watching Art Smith carve aerial pretzels in the circumambient blue.

It was a grand afternoon—all but the finish, of which more anon, unless it's forgotten ad interim.

Mr. Smith was due to aviate at 3 p.m. from the newly christened "Aviation Field" at Yangtszepoo, but he flew at 3.20. The discrepancy is due to Manager Jim Sullivan, not Mr. Smith. Mr. Smith's mechanician asked Mr. Sullivan to instruct a flock of coolies in the art of holding a snorting biplane while the aviator got ready to cry: "Let go." Take it from one who was near the sidelines and within hearing distance, the delay was worth while.

Mr. Smith flew.

He swept his machine down the field and jerked it into the air with a rush that drew a gasp from the stands. And then he circled up, and up, and still up. And the people left behind began to wish they had worn low collars or had reclining chairs, or something. But Mr. Smith had no mercy. He persisted in going up. He went up in wide, swinging circles. And then, just as the people had begun to get accustomed to impersonating right angles with their anatomy, the point of radius being the thorax, a thin streamer of smoke broke from one of the biplane's wings, and Mr. Smith began doing stunts.

Six times he looped his machine over and over in a series of somersaults. Aching necks were forgotten. He flopped out of the loops and dropped a few hundred feet like a crippled duck. Everybody gasped. He swooped and circled and dove, to the accompaniment of shooting pains in the neck, and loud cheers. Then, in a long, breath-bagging swoop, he skidded on to the flying ground and coasted gracefully up to the hangar.

A police officer was observed reclining at length on four chairs.

"Fine," said he, "I didn't even strain a vertebrae."

But the rest of the crowd was busily unwinding in the region of the collar button.

At 4 p.m. Mr. Smith flew again and added a few twists to his previous repertoire. He made a terrific headlong dive at the crowd of Chinese outside the grounds and at least four million coolies broke the world's record for the 100 yards dash. He made another dive and swoop over the flying field and a salvo of motor horns and tug whistles saluted him. He flew some more, and necks were strained some more, and the horns and whistles got busy again. Then he came down and held a levee. Consul-General Sammons and a flock of other notables congratulated him and asked him how he did it, and all that sort of thing and everybody was happy.

A great many thousand people saw the flight yesterday, but the crowd wasn't as big as it should have been. Inside the grounds, that is. A lot of people beat the game by staying outside the grounds, or chartering tugs and sampans and houseboats and such out in the river. Tomorrow there's not to be so much of that sort of thing. The police are going to keep people off the road outside the grounds and a ticket office will be opened at the lowest point of the field for those who wish to witness the flights from the Point garden.

Mr. Smith flies at 3 and 4 p.m. today and 10 per cent of the proceeds go to the war orphans. Tomorrow he flies again for the last time here.

Oh, yes, something was said about the close of the day not being so grand as the rest.

On account of the ten million or so who watched the show from outside the grounds, the tramcars, the motors, the victorias, the rickshas, were commandeered before the people who paid had a chance at them.

Some had to walk most of the way back.